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American Railroad Journal.

New York, Saturday, February 1, 1868.

Iowa Falls and Sioux City Railroad.

The Dubuque *Herald* says that an arrangement has been entered into between the Dubuque and Sioux City and the new Iowa Falls and Sioux City Railroad Companies which will not only put an end to hostilities, but will probably combine the interests of the two so as to work for one end.

The old Dubuque and Sioux City Company have made a conveyance of all their right, title and interest to the line of the road west of Iowa Falls to the Iowa Falls and Sioux City Company, of which John I. Blair is the head, and in which Platt Smith, Esq., of Dubuque is actively interested. The new company assumes, as we understand it, all the contracts for grading, tieing and bridging the road between Iowa Falls and Fort Dodge, which have already been made; also the contracts relative to the right of way; and in fact, everything that has been done by the old company looking to the extension of the road. The new company take from the old company everything just as it stands, and have obligated themselves to push the work ahead to a rapid and successful termination.

The bargain, however, is conditional in this respect, that the land grant which has been conditionally given to the old company shall be passed over to the new. The legislature, however, is the only party having control of this, and the contract all properly signed and sealed, has been put in the hands of a third disinterested party to hold until this question is decided, and then if the land grant is conveyed to the new company, the contract is to be delivered. As the Iowa Falls and Sioux City, however, will be the only company competing for the land grant, there can be little doubt that it will secure it.

Should this condition, with others of minor importance, be fulfilled, the new company agrees to complete the road to Fort Dodge during the present year, and to the Missouri River before the close of the year 1869. The new company also assumes the lease with the Illinois Central beyond Iowa Falls, to which assumption the Central managers have already assented, and this latter company will therefore operate the road as fast as it is completed, just as they now do the completed sections. The line being completed through to the Missouri with a branch to Sioux City and another to a point on the Union Pacific branch to Omaha, and the bridge at Dubuque being completed about the same time, it is designed to make this a great through route, and to this end the efforts of all the interested companies, the Illinois Central, the Bridge Company, the Dubuque and Sioux City, and the Iowa Falls and Sioux City will all combine.

Bridge over the Mississippi at Davenport.

The Davenport *Gazette* says that the difficulties which have prevented the completion of arrangements for the new bridge over the Mississippi at that point, have all been removed. The Chicago, Rock Island and Pacific Railroad Company have agreed with the Secretary of War as to the terms of mutual occupancy and mutual expenditures. Gen. Grant and Gen. Dyer, Chief of Ordnance, heartily approved of the arrangements, and earnestly recommend Congress to make the appropriation needed to complete the entire structure within fourteen months from next spring, when the work is to be begun.

The piers are to be of the best stone; the superstructure wholly of iron, and the whole to be built under the direction of the National authorities, and, in the first instance, at National cost. The estimated expense is $1,200,000. Of this amount one-half is eventually to be repaid by the railroad company, which will give bonds to that effect. The bridge will have a draw, but will be built according to plans prepared by the best Engineers in the United States service, and will not be an impediment to navigation.

Western Union Telegraph.

From the report of the Western Union Telegraph Company for the 18 months ending December 31st last, the following analysis is made:

The total capital stock on which the company is liable for dividends is $40,359,400, subject to be increased by further exchanges of outstanding American and United States Telegraph Companies stock, as provided for in agreements of consolidation, viz., American stock, $133,800; U. S. stock, $145,600.

The bonded debt exhibits the following: bonds of the American Telegraph Co., due in 1873, $89,500; bonds of Western Union Telegraph Co., due in 1875, $4,857,300—total bonded debt December 1, 1867, $4,946,800.

The statement of income and expenses for 18 months from July 1, 1866, to January 1, 1868, (the business of December, 1867, being estimated,) shows the gross receipts to have been $10,044,868 29; working expenses, including amounts paid to other lines, rents, taxes, cost of reconstruction, &c., $6,195,424 32—net profits, $3,849,443 97.

The total net profits of 17 months up to Dec. 1, 1867, and miscellaneous profits aggregating a total of $3,684,697 15, have been applied as follows: Dividends, $1,610,421 34; interest on bonds, $439,157 48; appropriation to sinking fund for purchase of bonds of 1875, $140,000; redeemed American bonds, $53,175; redeemed bonds of 1867, $563,180; constructing new lines, $586,003 21; purchase of sundry telegraph stocks, $125,644 27; paid on account of Buffalo bond and mortgage, $10,000—total, $3,527,581 30; leaving balance unappropriated, $157,115 85, and balance on hand July 1, 1866, $17,828 94—making the balance of unappropriated profits Dec. 1, 1867, at $174,944 79.

The statement of assets and liabilities Dec. 1, 1867, show: Assets, $48,291,605 86; liabilities, $46,355,831 53. The profits used for purchasing property, profits applied to sinking fund and not yet expended, and profits on hand unappropriated, aggregate $1,935,774 38.

The estimated available surplus on January 1, 1868, is $254,944 79, the net profits of last December being set down at $180,000.

Boston and Lowell Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$393,318 39	$408,199 38
" freight	567,070 91	551,198 17
" mail	5,630 59	15,644 42
" expresses	13,002 19	
	$979,022 08	$975,041 97
Expenses, viz:		
Repairs of road	$111,986 15	$134,850 55
" equipment	131,417 88	157,399 89
" bridges	24,482 49	13,006 71
" structures	58,584 73	37,041 75
Merchandize expenses	66,812 75	68,509 53
Fuel	97,153 86	94,281 94
Wages	81,436 57	89,974 51
Taxes and insurance	52,339 43	36,241 77
Rents to other roads	43,597 30	39,316 20
Oil and waste	14,350 85	13,098 08
All other expenses	53,381 02	53,722 99
Totals	$735,493 03	$737,443 92
Net receipts	$243,529 05	$237,598 05

The income of the company from all sources during the years named have been as follows:

	1866.	1867.
Receipts, as above	$979,022 08	$975,041 97
Rents	1,141 29	1,166 27
Trustees of sinking fund	16,145 31	16,250 96
	$996,308 68	$992,459 20
Expenses	$735,493 03	$735,278 80
Interest	42,995 00	41,830 96
Dividends	146,400 00	147,000 00
Taxes	21,066 96	19,311 11
Carried to reserve fund	50,353 69	49,038 33
	$996,308 68	$992,459 20

The Reserved Fund Account at the commencement and close of each year was as follows:

	1866.	1867.
Bal. from previous year	$503,482 13	$553,835 82
Transportation account	244,248 92	239,763 17
Rents account	1,141 29	1,166 27
Accumulation of S. F.	16,145 31	16,250 96
	$765,017 65	$811,016 22
Less dividends, interest and taxes	211,181 83	574,142 07
Reserve Sept. 30	$553,835 82	$236,874 15
From this amount is to be deducted the dividend declared Dec. 9, 1867.		79,642 11
Leaving a surplus of		$157,232 04

The gross income from working the road is $3,980 11 less than in 1866; while the expenses have been $505 64 greater—making the net income $4,485 75 less.

The income from rents and from the accumulation of the sinking fund was added, on the 31st of December, 1866, to the principal of the Policies from the Massachusetts Hospital Life Insurance Company held by the Trustees of that Fund.

This fund established for the final redemption of the bonds, which will fall due in 1873, amounts to $284,678 09. It has been increased during the past year by cash payments to the Trustee, $18,300, and by its own accumulation, $16,250 96; and on the 31st Dec. it will be increased by the amount of one year's accumulation to that date.

Of the bonds due in 1873, the amount of $61,500 has been converted by the holders into stock at par in accordance with the contract in the bonds.

The balance of the interest account, the amount of dividends declared, and of stockholders' United States and State Taxes paid during the year, had been passed to the debit of "Profit and Loss" before that account was closed.

The net profits of the company, for the year, have amounted to $213,184 32; of this sum there has been paid to the stockholders $164,145 99, viz.:

Cash dividends	$147,000 00
United States income tax	7,736 84
Local taxes	9,409 15
	$164,145 99

And $49,038 33 have been added to the reserves.

The financial condition of the company at the close of each year was as follows:

	1866.	1867.
Cost of road	$2,456,140 73	$2,460,961 22
Cost of equipment	192,638 25	192,628 25
Notes receivable	154 38	154 38
Trustees of S. F.	250,127 13	284,678 09
East Cambridge flats	6,796 33	25,239 76
Fuel, materials, etc., on hand	171,186 59	144,968 43
Cash	21,489 46	38,838 92
	$3,099,132 87	$3,147,479 05
Capital stock	$1,830,000 00	$1,891,500 00
Bonds due in 1873	440,000 00	378,500 00
Scrip due in 1873	.....	366,000 00
Bonds due in 1879	200,000 00	200,000 00
Divid'ds and coupons	3,109 55	2,417 40
Balances of accounts	2,187 50	2,187 50
Notes payable	70,000 00	70,000 00
Reserves	553,835 82	236,874 15
	$3,099,132 87	$3,147,479 05

President.—F. B. Crowninshield.

Directors.—F. B. Crowninshield, Geo. W. Lyman, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford.

Treasurer.—J. Thomas Stevenson.

Superintendent.—John B. Winslow.

Blue Line.

The Blue Line commenced business January 1, 1867. The following abstract of the Report of the General Manager shows its operations for the year ending December 31, 1867:

	Tons.	Earnings.
Freight moved East	91,501	$1,609,939 16
Freight moved West	55,462	1,082,675 99
Total	147,053	$2,692,615 15
Number of tons moved one mile		137,558,819
Earnings per ton per mile, eastward		1.83
Earnings per ton per mile, westward		2.18
Average earnings per ton per mile, both ways		1.96
Per cent. of freight moved East		62.28
Per cent. of freight moved West		37.72

The freight paid to the several roads in the line has been to

Boston & Albany (late B. & W. & W.)	$240,117 85
Hudson River R. R	179,463 82
New York Central R. R.	873,674 31
Great Western Railway	658,056 47
Michigan Central R. R	647,597 35
Chicago, Burlington & Quincy R. R.	17,856 92
Chicago and Alton R. R	64,459 22
Illinois Central R. R	11,389 21
Total	$2,692,615 15

The central office operating expenses were 1.11 per cent. of the earnings. The total number of miles run by all cars, including empties, was 18,565,386.

Allowing each car to make an average of 30,000 miles for the year, the proportion of cars each company should have had in the line to have made their proper proportion of mileage would have been:

	Cars.	Now have in Cars.
Boston and Albany	54	49
Hudson River Railroad	35	37
New York Central Railroad	196	100
Great Western Railway	152	130
Michigan Central Railroad	153	154
Chicago, Burlington and Quincy	6	50
Chicago and Alton Railroad	19	25
Illinois Central Railroad	4	50
Average number required	619	593

The past year has been one of unusual variations in the traffic. At the beginning there was but little business, other than dressed hogs, or such other property as necessity compelled its movement eastward, while upon west bound merchandise there was comparatively nothing moving, so that nearly all the cars returned empty, or loaded locally from one terminal point to another. This state of traffic continued until the beginning of March, when a sudden reaction took place; east bound freight dropped off all at once, at the same time the west bound merchandise came in very largely, but with little movement of loaded cars east to meet the demand for cars to load west. Consequently the cars having been sent west empty had to be returned east again empty, to meet the demand, making three trips over the line for one earnings. The month of April brought a very much greater difference, showing the earnings on west bound to be $145,981 58, against $85,106 30 on east bound. The west bound, for the last four months of the half year, continued to exceed the east bound earnings.

It is confidently hoped that a very large traffic in lumber will be developed for the line which had to be refused the past year for want of cars.

The property carried for 1867 was: Flour, 27,733 tons; barley, 478 tons; corn in bulk, 9,706 tons; oats in bulk, 556 tons; wheat in bulk, 3,563 tons; cotton, 3,943 tons; dressed hogs, 9,474 tons; wool, 3,154 tons; provisions and merchandise, 88,442 tons; total, 147,053 tons.

Amount of earnings on freight passing over the Albany bridge during the year	$2,340,762 11
Tolls for the year	33,621 48

Per cent. of earnings, 1.43 cents.

Earnings of the different roads on freight passing over bridge during the year:

Boston and Albany Railroad	$239,696 78
Hudson River Railroad	180,240 97
New York Central Railroad	737,908 52
Great Western Railway	552,102 08
Michigan Central Railroad	544,309 88
Chicago, Burlington and Quincy R.R.	17,392 35
Chicago and Alton Railroad	58,666 19
Illinois Central Railroad	10,445 24
Total	$2,340,762 61

Grain in bulk has been carried successfully from the West to the seaboard, and to various towns and cities in the East. The building of an elevator at the terminus of the line in New York and Boston, where grain can be handled with despatch and stored, would add very much to this class of traffic. It is contemplated to build these elevators as soon as possible.

The Refrigerators are the same pattern of the "Blue Car," but painted white to reflect the rays of the sun, but built much stronger than the others, and are doubled walled, double roofed, and double floored, with iron braces running from the roof to the bottom of the car. At each end is located an ice box holding about one ton of ice. These cars to be used for carrying fresh meat, game, butter, lard, eggs, oysters, and other property liable to loss or damage during warm weather. This branch of the business is expected to increase rapidly as the public becomes more

acquainted with the advantages offered by the use of these cars.

The line enters upon the second year's business with very fair prospects of success. There are now 613 blue cars in the line, including twenty refrigerators. The business is very fair, and there is every prospect of its continuing.

Coal Trade of the United States.

The following statement, taken from the Pottsville *Miners' Journal*, will show the number of tons of coal sent to market from the different coal regions, in 1866 and 1867:

	1866. Tons.	1867. Tons.
Schuylkill Region:		
By Reading Railroad	3,425,413	*3,099,580
By Schuylkill Canal	1,297,047	1,030,235
By Mahanoy and Lehigh	323,693	439,608
From Pinegrove	21,100	†27,962
	5,067,253	4,597,385
Less Lehigh, Shamokin and Lackawanna	433,766	262,565
Totals	4,633,487	4,334,820
Lehigh Region:		
By Lehigh Valley Railr'd	1,730,475	1,948,385
By Lehigh Canal	1,066,303	1,006,604
	2,796,778	2,954,989
Less Wyoming Coal	344,218	452,935
Totals	2,452,560	2,502,054
Wyoming Region:		
Wyoming Canal, S	463,642	369,099
North Branch Canal, N	105,943	82,376
Pennsylvania Coal Co.	535,385	‡861,730
Scranton, North	433,570	515,657
" South	1,085,450	1,203,664
Delaware and Hudson Co.	1,302,894	§1,422,229
Lack. and Bloomsburg, S.	465,180	420,310
By Lehigh	344,218	452,935
Totals	4,736,282	5,328,000
Shamokin Region	557,161	485,697
Total Anthracite	12,379,490	12,650,571
Semi-Anthracite:		
Short Mountain Coal Co.	112,851	89,288
Lykens Valley Coal Co.	36,950	76,106
Summit Branch Coal Co.	70,112	127,642
Treverton	53,648	48,118
Broad Top	265,720	244,412
Totals	539,281	588,566
Bituminous:		
Cumberland Coal	343,173	384,322
Baltimore and Ohio R. R.	812,563	764,545
Imported	643,294	521,305
Totals	2,338,316	2,255,728
Add Anthracite	12,379,490	12,650,571
Total tons	14,717,806	14,906,309

The following is a recapitulation of the quantity of Anthracite coal furnished by the different regions in 1866 and 1867:

	1866.	1867.
Schuylkill Region	4,633,487	4,334,820
Lehigh Region	2,452,560	2,502,054
Wyoming Region	4,736,282	5,328,000
Shamokin Region	557,161	485,697
Totals as above	12,379,490	12,650,571
To which may be added consumption in Regions in 1867		2,000,000
Total quantity mined		14,650,571

The loss and gain in 1867 was as follows:

	Loss.	Gain.
Wyoming Region	.....	591,718
Schuylkill	298,667	.....
Lehigh	.....	49,494
Shamokin	71,464	.....
	370,131	641,212

—showing the total gain of Anthracite in 1867, to have been 271,081 tons; from which deduct loss in Semi-Bituminous and Bituminous, 82,578 tons—making the whole increase for the year, 188,508 tons.

The following statement will show the shipments from the Schuylkill, Lehigh and Wyoming Regions since 1860:

	Schuylkill.	Wyoming.	Lehigh.
1860	3,271,511	2,941,817	1,821,674
1861	2,697,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,433,265	3,759,610	1,894,713
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,658	2,040,913
1866	4,633,487	4,736,282	2,452,560
1867	4,334,820	5,328,000	2,502,054

The whole supply of coal for 1867 in the United States, is estimated as follows:

	Tons.
Supply of Anthracite sent to market (official)	12,650,571
Semi-Bituminous and Bituminous in table (official)	2,255,738
	14,906,309
Consumed in the different Anthracite Regions, (estimated)	2,000,000
	16,906,309
Bituminous mined and consumed in the United States not embraced in our tables (estimated)	8,893,691
Making the whole supply of coal mined in the United States in 1867	25,800,000

Of the supply of anthracite mined, amounting to 14,650,571 tons, there were upwards of 5,000,000 tons, more than one-third, that did not reach the sea-board, but was consumed in the Coal Regions, sent to the interior, and on the lines of the different carrying companies. The consumption in the valley of the Schuylkill, and on the line of the Lehigh leading from Mauch Chunk to Bristol, was upwards of 2,000,000 tons, as follows:

	Tons.
On the line of the Schuylkill	1,107,826
Between Mauch Chunk and Bristol	912,325
	2,020,159

CENTRAL RAILROAD OF NEW JERSEY.

The quantity of coal transported over the Central Railroad of New Jersey in 1867, was as follows:

	Tons.
Lehigh coal	513,383
Lackawanna	854,520
Total	1,367,903

Of the above quantity 113,692 tons Lehigh, and 10,852 Lackawanna, in all 124,544 tons, were consumed on the line; the balance reached Elizabethport and Port Johnson.

The quantity transported in each year since 1860, has been as follows:

	Lehigh. tons.	Lackawanna. tons.	Total. tons.
1860	263,885	590,862	854,647
1861	254,367	568 869	823,235
1862	311,296	502,375	816,571
1863	435,729	613,954	1,049,683
1864	474,221	675,743	1,149,964
1865	509,619	494,687	1,004,306
1866	511,076	779,173	1,290,249
1867	518,383	854,520	1,367,903

MORRIS CANAL.

The following is a statement of the amount of coal which entered the Morris Canal in each year since 1860.

	Lehigh coal from— Canal tons.	Railroad tons.	Total. tons.	Scranton Coal. tons.	Total. tons.
1860	276,947	.....	276,947	127,517	404,464
1861	272,616	1.401	274,017	140,922	414,939
1862	106,431	45,738	152,169	172,128	324,297
1863	208,397	48,234	256,631	145,815	402,446
1864	194,097	37,644	231,745	151,122	382,866
1865	217,814	74,171	291,984	124,204	416,189
1866	205,351	112,790	318,141	141,034	459,175
1867	171,266	107,206	278,472	146,359	424,831

The total amount which entered the canal since 1845 was 6,007,958 tons, of which 4,826,662 was Lehigh, and 1,355,036 tons Scranton.

DELAWARE AND HUDSON CANAL CO.

The quantity of coal mined and forwarded by this company in 1867, was 1,507,487; in 1866, 1,391,674—an increase of 115,813 tons. In 1865 the amount carried was 812,094; and in 1864, 886,841 tons.

LEHIGH COAL AND NAVIGATION CO.

The total tonnage of the Lehigh Canal (Coal) in 1867 was as follows:

	Tons.
Consumed on line of Lehigh Canal	67,340
Passed into the Del. Div. Canal	767,998
" Morris Canal	171,266
	1,006,604

The Coal passed into the Del. Div. Canal was distributed as follows:

Consumed on line of Del. Div. Canal	43,764
Passed into Del. and Raritan Canal	472,751
Passed through to Bristol	251,483
Total, as above	767,998

PHILADELPHIA AND READING RAILROAD.

Amount of coal received from various lateral railroads in Schuylkill coal region:

	1866.	1867.
Schuylkill Valley Railroad	129,679	115,094
Mill Creek	292,726	249,582
Mahanoy and Broad Top Mountain Railroad	1,110,080	1,228,991
Total at Port Carbon	1,532,495	1,593,667
Mt. Carbon R. at Mt. Carbon.	42,513	34,682
Mine Hill and Schuylkill Haven Railroad at Schuylkill Haven	1,168,786	863,624
Schuylkill and Susquehanna Railroad at Auburn	146,667	132,123
Little Schuylkill Railroad at Port Clinton	534,952	485,484
	3,425,413	3,099,580
Bituminous and anthracite from Harrisburg	289,271	347,246
Total tons of 2,240 lbs.	3,714,684	4,446,826

* The whole quantity of Coal transported over the Philadelphia and Reading Railroad in 1867 was 3,446,826 tons. Of this quantity 347,246 tons were principally Bituminous Coal, received at Harrisburg, and a small quantity of Anthracite, reported in the tables.

† The whole coal trade of Pinegrove was 157,817 tons. The balance is reported in the Reading Railroad tonnage.

‡ Of this quantity 21,170 tons were sent *via* Delaware and Hudson Canal.

§ Of this quantity 38,435 tons was coal belonging to the Union Coal Co., and 21,170 for the Penn. Coal Co.

SCHUYLKILL NAVIGATION CO.

The number of tons of coal transported by this company in 1867 was 1,030,235; in 1866, 1,297,046. Of these amounts there were sent to Philadelphia and vicinity in 1867, 336,364; and in 1866, 362,279 tons; to New York and vicinity in 1867, 465,261; and in 1866, 701,120 tons.

LITTLE SCHUYLKILL RAILROAD.

The quantity of coal transported over this road for the different operators in 1867, was 549,097 tons; in 1866, 617,278 tons; and in 1865, 585,534 tons.

LEHIGH AND MAHANOY RAILROAD.

The quantity of coal sent from Schuylkill County on this road, in 1867, by the different operators was 443,916 tons; in 1866 the quantity sent was 323,693 tons.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

The quantity of coal transported over the Schuylkill and Susquehanna Railroad in 1867, is as follows:

	East.	West.	Total.
From Pinegrove	129,856	27,962	157,818
" Dauphin, West	.....	.....	92,379
" Auburn, West	.....	.....	7,472
Total, 1867			257,669
" 1866	146,733	21,100	200,437
" 1865	168,296	18,458	186,754
" 1864	191,391	24,534	240,057
" 1863	189,254	48,449	237,703
" 1862	146,095	53,842	199,937
" 1861	101,523	91,820	193,343
" 1860	94,975	14,718	109,693

This road is now owned and werked by the Reading Railroad Company.

MORRIS AND ESSEX RAILROAD.

This is a new competitor for carrying coal from the Lehigh and Wyoming Regions. It connects at Easton with the Lehigh Valley Railroad, and will also connect with the Lehigh Navigation Company's road at Easton as soon as completed. Its terminus is at Hoboken, opposite New York. The grades are not so favorable as those on the New Jersey Central road, but it traverses rich manufacturing districts. The trade only commenced in March, and was small during the first three months. The amount sent in 1867, was 229,970 tons.

SHAMOKIN COAL TRADE.

The quantity of coal sent to market by the different operators in 1867, was 485,697 tons—distributed as follows:

	Tons.
Eastward, by Mine Hill and Reading Railroads	212,763
Eastward, by M. H. and Schuylkill Canal.	49,440
Eastward, by Lehigh and Mahanoy R. R.	4,309
Southward, by Northern Central Railway and Pennsylvania Railroad	100,861
Southward, by canal, Sunbury inclusive	66,751
Westward, by Philadelphia and Erie R. R.	51,573
Total	485,697

LEHIGH VALLEY RAILROAD.

The coal carried on this road in 1867, was received from the following points:

	Tons.
Beaver Meadow Region	473,202
Hazleton Region	775,053
Mahanoy "	426,965
Wyoming "	273,165
Total	1,948,388
Total in 1866	1,730,475
" 1865	1,402,277

LEHIGH COAL TRADE.

The quantity of coal sent to market from the Lehigh Region by the different operators in 1867 was: by railroad, 1,243,712; by canal, 782,561—total, 2,026,273 tons. The amount sent in 1866 was 2,159,441 tons.

BELVIDERE DELAWARE RAILROAD.

The quantity of coal transported over this road in 1860 was 146,308 tons; in 1861, 145,907; in 1862, 129,452; in 1863, 130,494; in

	Through.	Way.	Total.
1864	161,278	18,095	174,323
1865	202,781	11,585	214,345
1866	174,508	13,554	188,062
1867	269,738	18,583	288,321

The Camden and Amboy Company are erecting extensive shipping wharves at Perth Amboy, and the trade by this route we learn will be largely increased.

LOCUST MT. COAL AND IRON CO.

The quantity of coal sent from the several collieries on the lands of this company in 1867, was 457,652 tons; in 1866, 494,340 tons; in 1865, 366,997 tons.

NORTH PENNSYLVANIA RAILROAD.

The quantity transported over this road in the years named, has been:

	Tons.		Tons.
1860	91,327	1864	123,475
1861	98,389	1865	129,695
1862	103,947	1866	141,841
1863	113,680	1867	140,827

EAST PENNSYLVANIA RAILROAD.

The quantity transported over this road since 1860, has been as follows:

	Tons.		Tons.
1860	11,030	1864	9,341
1861	10,622	1865	8,845
1862	6,667	1866	10,050
1863	9,526	1867	6,441

SCHUYLKILL REGION.

The quantity of coal mined and sent to market from the Schuylkill Region in 1867, was 4,454,015 tons. The number of operators engaged in the business was 108, and the number of collieries, 103. The average production of each colliery was 32,511 tons. In 1866 there were 118 operators, and 152 collieries. The quantity of coal sent to market in that year was 4,476,607 tons.

Of the 4,424,086 tons mined and transported on the laterals roads in the Schuylkill Region in 1867, 42 firms with 64 collieries, produced 3,286,429 tons, an average of 51,350 tons to each colliery.

SCHUYLKILL COUNTY LATERAL ROADS.

The following is the tonnage of the Lateral Railroads in Schuylkill County for the years 1866 and 1867:

	1866.	1867.
Mine Hill and S. Haven	1,821,498	1,395,785
Mill Creek	404,782	340,459
Mahanoy and Broad Mt.	1,278,432	*1,400,000
Schuylkill Valley	285,047	228,884
Mount Carbon	86,939	66,873
Little Schuylkill	617,278	549,097
Lorberry Creek	120,153	121,743
Swatara	45,281	41,927
	4,659,411	4,144,769
Lehigh and Mahanoy	323,693	439,608
	4,983,004	4,584,377
Union Canal	165,434	163,670

* Not Official.

The coal that passed over the Union Canal Railroad was received from the Lorberry Creek and Swatara roads. All the coal from the Mahanoy and Broad Mountain Railroad passed over the Mill Creek Railroad also, making the tonnage of that road about 1,878,432 tons.

In addition to the coal tonnage of the Mill Creek Railroad, 5,103 tons of black band iron ore were transported over the road in 1867.

MAHANOY AND LOCUST MT. COAL.

The quantity of coal sent from the Mahanoy and Locust Mountain Coal Fields in 1867, was 2,750,161 tons; in 1866, 2,508,621 tons—increase, 241,540 tons.

BLOSSBURG AND BARCLAY COAL TRADE.

The number of tons of coal sent to market annually since 1861, has been as follows:

	Blossburg.	Barclay.
1861	112,713	40,835
1862	179,334	52,779
1863	226,183	54,116
1864	353,124	62,000
1865	394,631	68,463
1866	411,759	99,453
1867	481,318	74,739

The total shipments to close of 1867, have been: Blossburg, 3,015,214 tons; Barclay, 541,577.

COAL TRADE OF THE LINE.

The trade of the line between Pottsville and Philadelphia and on the Lebanon Valley Railroad, was as follows in the last 8 years:

	Railroad.	Canal.	Total.
1860	385,860	223,017	608,887
1861	278,647	156,673	435,320
1862	416,856	129,060	545,916
1863	548,755	122,834	671,589
1864	634,074	114,364	748,448
1865	659,379	87,250	746,629
1866	836,598	174,407	1,010,905
1867	935,694	172,132	1,107,826

Of the above tonnage 1,021,123 tons were delivered at the following points on the line where there are iron works:

	Railroad.	Canal.	Total.
Leesport	2,682	16,461	19,143
Hamburg	5,831	7,074	12,905
Reading	188,461	45,844	234,305
Birdsboro'	10,508	7,547	18,055
Douglassville	12,827	7,249	20,176
Pottstown	33,506	1,429	34,935
Phœnixville	88,639	862	89,501
Norristown	138,331	5,605	143,936
Conshohocken	14,965	19,794	34,759
Spring Mills	.....	15,846	15,846
Swede's Furnace	13,256	.....	13,256
Manayunk Falls, Nicetown, Germantown & Belmont	214,412	24,321	238,733
Robesonia	17,550	.....	17,550
Sinking Springs	57,825	.....	57,825
Lebanon	80,199	.....	70,198
			1,021,123
Supply to these points in 1866			897,939
Increase in 1867			123,184

QUANTITY SENT TO PHILADELPHIA.

The quantity of coal sent to Philadelphia by railroad and canal, from 1860 to 1867, has been as follows:

	Railroad.	Canal.	Total.
1860	305,819	495,084	800,903
1861	273,473	473,965	747,438
1862	316,631	290,583	607,214
1863	388,352	237,563	625,915
1864	373,070	307,430	680,500
1865	380,233	296,925	677,158
1866	475,189	421,525	896,714
1867	389,933	336,364	726,297

Showing a falling off of 170,417 tons in 1867.

The receipts of coal at Port Richmond were as follows, since 1860:

	Tons.
1860	1,186,477
1861	909,112
1862	1,325,400
1863	2,128,154
1864	2,058,423
1865	2,051,202
1866	2,402,897
1867	2,121,199

The loss and gain for 1866 and 1867, at the following points, we sum up as follows:

	1866.		1867.	
	Loss.	Gain.	Loss.	Gain.
On the line		238,134	.....	109,928
At Philadelphia		219,556	170,417	.....
At P. Richmond		351,695	282,698	.....
Eastern trade by canal		109,448	275,859	.....
		918,839	728,974	109,928
			109,928	
			619,046	

Loss at these points in 1867, 619,946 tons, against a gain of 918,839 in 1866. The only increase is on the line, where the consumption reached 1,107,826 tons in 1867.

BROAD TOP SEMI-BITUMINOUS COAL TRADE.

The amount of coal mined and sent to market in 1867 from the collieries of the Broad Top Semi Bituminous coal region was 244,412 tons; in 1866, 265,720—decrease, 21,308. In 1865 the amount sent was 315,996 tons.

CUMBERLAND COAL TRADE.

The quantity of coal sent to market from the Cumberland Region in 1866 and 1867, was as follows:

	1866.	1867.
By Baltimore and Ohio R. R.	812,565	764,545
By canal	343,176	384,822
	1,155,741	1,149,367
	1,149,367	
Decrease in 1867	6,374	

PENNSYLVANIA CANAL COAL TRADE.

The quantity of coal transported on the Pennsylvania Canal in 1867 was 431,821 tons.

This coal, except a portion of Bituminous, is all embraced in the other tables.

IMPORTS OF COAL INTO BOSTON.

The imports of foreign and domestic coal at the port of Boston for nine years have been as follows:

	Foreign. Tons.	Domestic. Tons.
Great Britain	13,991	.....
Provinces	103,419	.....
Philadelphia	.....	435,061
Alexandria	.....	747
Baltimore	.....	75,651
Other places	.....	168,762
Total, 1867	117,440	680,221
" 1866	159,380	676,375
" 1865	209,225	538,977
" 1864	188,786	516,666
" 1863	180,445	589,921
" 1862	157,285	477,580
" 1861	130,687	508,815
" 1860	138,895	584,408
" 1859	110,210	570,325

IMPORTATIONS AND EXPORTATIONS OF COAL.

The quantity of foreign coal imported into the United States for the fiscal year ending June 30, 1867, was 521,305 tons, valued at $1,455,044. It was derived as follows:

	Tons.	Value.
British Provinces on Atlantic (Bit.)	338,337	$855,007
British Provinces on Atlantic (other)	115	682
All other countries (Bit.)	182,774	599,263
" " (other)	39	142
	521,305	$1,455,044

Average price at shipping port, $2 77 per ton.

EXPORTATIONS OF COAL.

	Tons.	Value.
Anthracite	192,912	$1,333,457
Domestic Bituminous	92,189	512,742
Foreign Bituminous	1,657	15,329
	266,758	$1,861,528

Average price at shipping point $6 49 a ton.

The Producing Interests.

The signs of the times look somewhat propitious, as though a better day was dawning to dispel the gloom that is hanging over the depressed and overburdened industries of the nation. There is deficiency of production, and a still greater deficiency threatened, while non-producing capital, viciously employed, has been going on perfecting its arts and processes by which the productive industries of the country have been literally robbed.

The issue is being raised in a most distinctive form between producing and non-producing capital. Mr. Sherwood, who has announced himself as a candidate for the Presidency, is taking the lead. In connection with his great scheme for a National system of *Equal Rights, Equal Speed, Cheap Freight Railways*, he has taken the appeal to the producing interests. If we mistake not, his appeal will be regarded by the people with that friendly consideration which all public benefactors deserve.

Mr. Sherwood takes the ground that the producing interests have the right to control the policy of the Government, and that no others have the moral right to speak, except as they may speak in behalf of these interests. This is high ground, and if sustained by the popular power, our condition, industrially, financially and commercially, will be rapidly improved.

It is not the province of our JOURNAL to engage in Party Politics, but on the contrary, to do what we can in the encouragement and advocacy of every improvement that is calculated to promote the material prosperity of the whole country. It will ever be our pleasure to speak well of the efforts of any man, or class of men who aim at the accomplishment of the greatest public good.

ANNUNCIATION

TO THE PUBLIC:

I hereby announce myself as a candidate for President of the United States for the next term. In this annunciation, I wish it understood, that I offer myself as an earnest representative of the material interests of the Nation. Under the existing condition of public and private embarrassment, I deem it indispensable that the administration of the Government should be formed, and its policy be controlled by the producing interests.

My position, in general terms is simple. First, as the foundation of true Republican Government, the natural rights of every human being must be maintained inviolate; and further, the means to protect and maintain these rights should be accorded through the ballot. I regard this as the only peaceable means that can be devised in order to resist the aggressions to which the feebler classes of society have been exposed in all ages of the world. No thoroughly beneficent statesmanship has ever transpired, and never will take place, until the warfare of class upon class shall have been ended, and man shall have been made the equal of his fellowman in all that pertains to protected citizenship.

In connnection with this first duty of maintaining the rights of the citizen, material statesmanship is more than ever before demanded. The country cannot afford to forego its claims and necessities for increased production to accommodate the managers of parties where the object is little else than the distribution of office. I desire to speak plain. A little time since military talents were required for a vigorous prosecution of the war. Our people and Government honored, promoted and sustained the brave men who went to the field, and submitted to such self imposed sacrifices as have scarcely a parallel. We have come to the time when the sacrifices and damages of war, and the embarrassments resulting from them must be remedied, if at all, by calling into the foreground the statesmen and public economists of the country. There is a fitness of things that should be observed. To give preference to military prestige, unless in connection with known skill and knowledge in what appertains to the promotion of our material interests, would be just as inappropriate as it would have been to have called an inexperienced civilian to the command of the Army of the Potomac.

The producing interests of the United States are entitled to designate the candidate. No others have the right to speak, except as they may speak in behalf of these interests. I call upon these interests to assert their rights, as well as to exercise their power. When the great producing interests of the country shall have concentrated on a candidate more able than myself, and equally devoted to their prosperity, my humble name will be withdrawn, and such candidate will receive from me a support as cordial as I deem it important on the part of others.

I take this method of earnestly inviting the people to bring their Governments, State and National, and every department thereof, to the side, and to the support of the producing interests of the country.

Respectfully submitted,

LORENZO SHERWOOD.

Washington, January 7, 1868.

Idaho, Oregon and Puget Sound Railroad.

The bill to incorporate this company proposes to vest in Sidney Dillon, T. C. Durant, Brigham Young and others, and their successors, the power to build a railroad from a point on the Union Pacific, between Green River and 113° 30′ West longitude, north to Snake River Valley; thence northwesterly to Columbia River Valley; thence to Portland, Oregon; and thence to Puget Sound. The company asks for every alternate section of public, non-mineral lands, to the amount of twenty alternate sections per mile on each side of the railroad line, to be granted whenever any twenty miles are built; and also for U. S. bonds, payable in legal tender, to the amount of $16,000 per mile through plane, and $32,000 through mountain routes, for which a second mortgage to the United States shall be given on the entire road. The same grants are to apply to a branch road, not to exceed 300 miles in length, connecting said road with Montana.

☞ The Wilmington (Del.) *Commercial* says the Delaware R. R. Co. are about to procure legislation in Maryland to allow them to extend a branch road from Townsend, on the Delaware road, in New Castle Co., to Massey's Cross roads, in Kent County, Md. From this point the Kent County road is to be built to Kennedyville, and thence to Chestertown, the county seat of Kent,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,189	.....	.....
Allegheny Valley 50	1,498,400	.....	.....
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	11,522,150	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,162,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	1,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000	.....	Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	.....	.....
Berkshire* 100	600,000	J.A J&O	Jan.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont.100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine 100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	.....	.....
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n.100	399,800	.....	.....
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Cape Cod Branch 60	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,160,000	.....	.....
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	.....	Jan '68 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A J&O	Oct'67 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....	.....	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	.....	Ap.'67 2½
Charlotte & S Carolina...100	1,201,000	.....	.....
Chemung*.....100	380,000	.....	Dec.'67 3
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern..100	4,390,000	.....	.....
Chicago, Iowa & Nebras*.100	1,000,000	.....	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	13,160,927	.....	.....
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin , Ham. & Dayton 100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street " ...	.....	J. & J.	Jan.'68 2½
Cincinnati and Zanesville. 50	1,600,250	.....	.....
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.. 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,403,911	.....	Sep. '67 5
Cleveland and Toledo* ... 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '67 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	.....	.....	.....
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	.....	.....
Dayton and Michigan*...100	2,384,941	.....	.....
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '67 5
Des Moines Valley.....100	1,550,050	.....	.....
Detroit & Milwaukee.....100	452,359	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	.....	.....
Dubuque and Sioux City.100	1,673,641	.....	.....
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. &. J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400	.....	.....
East Tenn. and Georgia...100	.....	.....	.....
East Tenn. and Virginia...100	.....	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	13,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	.....	.....
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	.....	M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	J. & J.	Jan.'68 4
Great Western (Ca.).....	16,802,745	.....	.....1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Jan. '68 3
Hannibal and St. Joseph.100	1,800,000	.....	.....
Do. do. pref.100	5,253,830	.....	.....
Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,186,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central.....100	23,386,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep.'67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 3
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'67 2
Long Branch & Sea Shore ...	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville...100	5,500,000	F. & A.	Aug '67 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	.....	Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615	.....	.....
Maine Central.....100	1,600,860	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati.... 50	2,029,778	.....	.....
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	.....	.....
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	.....	.....	.....
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	.....
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	.....	.....
Montgomery & W. Point.100	1,419,769	.....	.....
Morris and Essex 50	3,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jan.'68 4
New Haven & N. London.100	738,538	.....	.....
N Haven & Northampton.100	1,224,100	J. & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Feb.'68 5
New London Northern...100	895,000	M. & S.	Sep. '67 4
N. O., Opel. & Gt. West'n.100	4,093,425	.....	.....
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue 100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,06[illegible],400	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800	.....	.....
North Missouri 100	2,369,307	.....	.....
North Pennsylvania..... 50	3,159,150	.....	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647	.....	.....
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3.581,000	.....	.....
Panama.....100	7,000,000	J.A.J&O.	Jan. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500	.....	.....
Philadelphia and Erie*... 50	5,069,450	.....	Jul. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,[illegible]00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n.50	1,507,850	A. & O.	Oct. '67 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,919,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J. & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connelsville. 50	1,794,623	.....	.....
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jan.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	.....	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester.100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	665,019	.....	.....
Rensselaer and Saratoga .100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,000	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome,Watert. and Og'nb.100	2,385,500	J. & J.	Jan. '68 5
Rutland and Burlington...100	2,233,376	.....	.....
St. L., Alt. and T. Haute.100	2,800 000	.....	.....
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand.,Mansf. and Newark.100	900,000	.....	.....
Saratoga and Hudson R...100	1 020,000	.....	.....
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts'v.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
South Carolina 100	2,819,275	.....	.....
South Shore 100	259,685	.....	.....
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	.....	.....
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	.....	.....
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,650 000	.....	.....
" " " 1st pref.100	1,700,000	.....	.....
" " " 2d pref.100	908,176	.....	.....
Tol., Wabash and West... 50	5,400,000	.....	.....
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.).100	200,000	.....	.....
Union Pacific.....100	.....	.....	.....
Union Pacific (E. D.).....100	.....	.....	.....
Union Pacific (Cent. Br.).100	.....	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,452,815	.....	.....
Western (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	.....	.....
West Jersey 100	731,050	.....	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester...100	1,130,470	.....	.....
Wilm. and Weldon.....100	1,340,213	.....	.....
Worcester and Nashua .. 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb. '68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	.....
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	.....	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Nov.'66 2
American Express.....500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	.....	.....
United States Express....100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single t'r'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,525	6¾	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	54½
30 Nov '66	27.43	—	—	—	—	Cambridge	784,671	727,800	150,000	94	—	65,502	9	....	93¾
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	49,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	....	60
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	45
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	85½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4¾	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield.	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	158,622	89,850	40,000	.....	46,365	1,841	—	—	....
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry.	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn	236,759	200,000	27,500	5,910	98,268	23,408	8	100	....
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown.	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,260	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	....	....
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	—	100	....
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	....	....
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	....	....
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,600	70,522	16,172	—	100	....
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	.....	(Com	pleted	Sept.,	1867.)	—	....	....
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester.	1,200	1,200	.....	.....	—	—	—	....	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton.	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '66	17.50	—	—	270	—	Third Avenue (N Y.)	2,408,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	....	....
30 Sep. '65	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	....	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	....	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken.	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken.	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	40
31 Oct '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	27
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	188,600	8,250	242,181	30,388	—	50	11
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	11½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham.	72,909	68,000	10,600	—	80,135	29,938	20½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk.	179,635	120,000	68,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	....	....
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	72
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	17
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr's F.)	250,253	250,157	—	—	101,996	38,491	8	50	26
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	66
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	18½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	60
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	20
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	....
Malden & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	138
" " " ..... coupon		6	" "	1868	138
Texas Indemnity, of Sep. 9, 1850 ..... coupon	162,811	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	108
" " " ..... coupon		5	" "	1874	109½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	117
" " " ..... coupon		5	" "	1871	121
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	110½
" " " ..... coupon		6	" "	1881	110½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,245,600	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,373,804,750	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	105
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" "	1885	109½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	105½
" " " (5-20s) ..... coupon		6	" "	1886	107½
" " 3d series (5-20s) ... registered		6	" "	1887	106½
" " " (5-20s) ..... coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) ... registered	177,907,800	5	Mar. & Sept.	1904	104
" " (10-40s) ..... coupon		5	" "	1904	104
Pacific R. R. Bonds ..... (currency)	20,713,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	238,268,450	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107½
Matured Debt not presented	15,708,829	---	presentation.	------	----
Gold Certificates of Deposit	20,104,580	---	presentation.	------	----
Coupon Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,159,127	---	------	------	----
Three per cent. certificates	23,265,000	---	------	------	----
Fractional currency	31,597,584	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	7
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1'65 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	79
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	67
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99⅝
" —War Loan Bonds ..... "	945,200	6	" "	1879	99
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	99⅝
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421,000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1879	----
" — " " ..... "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	635,000	6	various.	'50-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ... "	1,900,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171,000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	98¾
" —Bounty Loan of 1863 ..... "	4'5,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 ..... "	2,332,500	6	June & Dec.	1889	----
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	99½
" — " " (S & T. W. Can.) sterl.	1,017,642	5	" "	1865	98½
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	101
" — " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	100
" — " (Bounty)	501,000	6	"	abt. '74	100½
" — (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	858,000	5	" "	1883	105
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	105⅝
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	104
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	160,000	6	Jan. & July.	1878	93½
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1887	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	101½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	85½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	100
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	98½
" — " " Sept. 1, 1864 ...	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866 ...	500,000	8	Jan. & July.	1869	96
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100½
" — " " 1863 (")	1,902,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	106
" — " " " ..... registered	27,726,500	7	" "	1877	106⅝
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,650,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	101⅞
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,460,000	6	" "	'75-'77	191
" —General Fund Bonds	969,607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " "	4,500,000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	51½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	102
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	99
" — " " ..... registered	5,083,052	5	"	'68-'70	98
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	107
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	105
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100⅝
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98⅝
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,906,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	60½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	98⅞
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,969,398	6	" "	long.	36½
" — " ..... coupon	10,990,000	6	" "	long.	----
" — (new) ..... registered	1,379,500	6	" "	1876	36½
" — " (") ..... coupon	489,300	6	" "	1886	40½
" — " " (")	39,600	6	" "	1890	36½
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	350,837	5,157,467
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,312
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,661	767,508	946,707	932,683	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,581	1,041,646	14,139,300
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,613,744
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,548	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	316,021	398,993	461,778	506,296	412,934	330,373	4,371,073
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,001
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	205,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086.360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,367	336,065	272,053	3,440,542
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.935	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	765,568	691,005	572,772	7,237,188
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	272,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	171,499	2,207,931
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	307,943	3,783,816
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,362	75,677	92,715	61,770	37,830	689,883
1866	45,102	35,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,513	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 268	79,431	64,719	774,957

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$500,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March &Sept	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	628,500	6	Jan. & July.	"	1880	96½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						----
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100¼
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	----
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (¼ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92½
" " $2,500,000	867,000	6	May & Nov.	"	1889	87½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1383	99¾
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,900	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,123,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March &Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M.	1890	----
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o.M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	91
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	75
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	98
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	85½
Consolidated Sinking Fund	3,040,000	7	F. M A. & N	" "	1915	86
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	98
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	63
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.	----	----
2d mortgage	1,000,000	7	May & Nov.	" "	----	----
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	----
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	98½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	600,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	----
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"	----	60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97¼
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	72
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	85
Land Security	3,344.60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				----
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102¾
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	----
Construction	6,668,500	7	April & Oct	London.	1875	----
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	358,500	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	----
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	---
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				----
1st Mortgage	260,000	7				----
2d Mortgage (convertible)	1,000,000	7				----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	98½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	----
Memphis Branch 1st Mortgage	267,000	7			'70-'75	----
Bardstown and Louisville	30,000	7			1870	----
City of Louisville bonds	1,074,000	---			'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	----
Loan $400,000	314,100	6			'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				----
Mortgage	24,000	7				----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	85
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage		---	May & Nov.	"		----
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	55
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1880	----
2d Mortgage	237,000	7	Jan. & July.	"	1885	----
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593.000	7	Feb. & Aug.	New York.	1893	60
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500	--			1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	94
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,000	7	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	----	---
2d Mortgage (S. F.)	400,000	8		" "	----	----
1st Land Grant	3,612,000	7		" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	----
Mortgage	61,500	8			1866	----
Bonds	100,000	---	Jan. & July.		1870	----
Bonds	299,200	---	" "		1876	----
Bonds	639,500	---	" "		1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	98½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	87
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6			----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6		"	----	----
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	---
2d Mortgage Bonds	241,000	---			----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mort. Construction	1,730,600	8			1880	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " ["]B & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	150½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	89½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---		London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	----
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	----
2d Mortgage	145,000	7	" "	"	1868	----
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	----
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Con., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	84
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	----
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	----
2d Mortgage—Western "	750,000	7	"	" "	1874	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	----
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	----
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	----
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	----
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	78
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	----
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	----
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	----
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	----
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	----
Phila., Germantn and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	----
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	93
2d Mortgage	3,000,000	7	" "	"	1885	75
3d Mortgage	4,000,000	6	" "	"	1901	----
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	----
" 1849, "	2,695,600	6	April & Oct.	"	1870	97¾
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	96
1858, "	60,000	7	" "	"	1886	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	88
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	----
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	----
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	----
2d Mortgage	250,000	7	" "	" "	1883	----
Equipment Bonds	208,000	7	" "	" "	1876	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	----
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	----
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	----
Mortgage (Registered)	504,000	7	"	"	1873	----
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	----
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	----
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	48
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	----
Six per cents	73,972	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	----
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	----
3d Mortgage	71,000	7			1870	----
Registered Convertible	128,893	7			1873	----
South Carolina:						
State Loan	187,000	6			1868	----
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	----
Domestic Bonds	643,500	7	April & Oct.		'69-'91	----
Sterl. Skg t'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	----
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---				----
South-Western (Ga.):						
1st Mortgage	437,000	---		Macon.	'75-'85	----
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	----
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	----
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	----
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	----
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	74
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	98
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	983,000	6	" "		1884	----
State Loan 1859-'60	210,000	6		Richmond		----
Coupon bonds of 1865	53,000	8		"	1876	----
Funding Interest bonds	185,089	8		"	'70-'77	----
Dividend bonds	121,227	6		"	65-'75	----
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	----
2d Mortgage	23,500	6	" "	" "	1878	----
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,800	6	" "	" "	1884	----
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	88½
2d Mortgage	772,000	7		Philadelphia.	1896	----
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	72
1st Mortgage guaranteed	200,000	6	" "	"	1890	92½
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	----
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	----
2d Mortgage	200,000	7	May & Nov.	" "	1873	----
Income Bonds	160,000	7	March & Sept.		1864	----
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	----
"	197,777	7			1886	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,806	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	303,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,094	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	----	23.8	53,855	103,383	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----	----	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	----	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----	----	62.0	----	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	138
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	260,523	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,8[illegible]7	3,635	—	----
-- -- '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	---	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,246,632	86.7	----	391,477	68,880	3½	----
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	- -	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	229.0	----	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	886,000	241,932	7,175,281	242.0	----	1,136,142	246,356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,305	3,203,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	123
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	143½
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	----	10,161,735	2,226,967	—	60½
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	99¾
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	----
31 Dec '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	134½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600,000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----	—	4,000,000	6,700,000	—	10,700,000	209.0	----	2,240,744	488,558	—	52
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----	----	----	4,390,000	5,600,000	----	----	224.0	----	----	----	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	60
31 Dec. '64	84.0	—	----	—	15	---	----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	----	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40[illegible]	—	36½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,203	156 5	319,880	505,271	237,861	—	50
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	72,765	1,109,594	294,519	7,430	1,586,923	65.1				6	----
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,6	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,466	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,638	206.0	----	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.3	---	---	---	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	----
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,496,713	10	112
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,886,193	4,673,193	1,609,387	—	88¼
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	—	—	----	575,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	—	—	----	600,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	—	—	----	500,000	----	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,092	6,331,899	236.0	----	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,960	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	----	206.8	579,324	1,047,567	420,026	—	61
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	----	1,020,089	267,804	—	----
31 Dec. '62	152.0	—	3.6	----	---	---	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	300.0	1,199,660	2,675,875	719,230	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,308,000	1,280,000	2,000,000	—	5,000,000	127.0	----	—	—	—	—
28 Feb. '64	86.5	3.6	8 2	----	16	13	219	*St. Louis and Iron Mountain*	5,487,063	860,029	—	1,971,222	3,501,000	40 558	6,252,109	90.1	288,180	880,291	322	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	----
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	----
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	---
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,369,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	127
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	---- ----	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	44⅞
								MASSACHUSETTS.													
30 Nov. '66	26.8	1.8	16.8	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	16⅝
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	122½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	132½
30 Nov. '66	47.0	7.0	45.0	—	30	53	200	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	135
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	----
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,560	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	71
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	112
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	114½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	125½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	----
30 Nov. '66	12.4	—	2.3	—	2	4	29	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	----
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,996	8	128
30 Nov. '66	26.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,682	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,508	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	90
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	392,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	----
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	----
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	---- ----	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,188	76.6	422,417	661,617	148,897	2½	----
31 Mar. '67	84.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	8	70
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Op	er. by Co	ncord)	97,925	8	122½
31 Mar. '67	19.3	—	1.0	—	2	4	80	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Op	er. by C.)	50,267	48,317	—	----
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,301	242,998	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	...	...	...	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	---- ----	556,742	128,939	—	----
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	---- ----	5,607,552	1,444,705	15	125½
31 Dec. '66	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	---- ----	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	116½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	---- ----	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	130
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	----
31 Dec. '66	65.0	16.0	.....	...	...	...	...	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	65
31 Dec. '66	18.2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	511,400	—	2,059,050	18.2	---- ----	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	51.0	—	263,420	69,712	29	----
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	98.5	191,672	385,199	180,002	—	----
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	338.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,920	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	75⅞
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,846,526	1,795,099	9	146½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	41
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	131½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,829,129	2,783,700	534,804	8	130
30 Sep. '66	115.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,783	284,606	—	63
30 Sept. '66	18.0	—	0.5	10.3	...	...	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	----
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	89,372	8	----
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	80½
30 Sept. '66	18.5	—	1.25	—	...	...	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	----
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	----
30 Sept. '66	21.0	—	1.6	—	...	...	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	----
30 Sep. '66	40.9	6.7	3.9	—	...	...	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	----
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	----
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	----
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	----
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141'888	78,832	7½	----
30 Sept. '66	10.3	—	—	—	...	...	—	Warwick Valley	172,677	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	----
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	...	...	...	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	---- ----	103,953	35,572	—	----
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	----
— — '59	97.0	—	.....	—	...	...	...	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	---- ----	---- ----	97.0	---- ----	206,917	108,541	—	----
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,773,539	171.9	---- ----	432,059	152,543	—	----
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	---- ----	611,599	255,351	—	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '66	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,266,800	1,759,000	773,160	6,197,537	202.0	---- ----	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	---- ----	---- ----	---- ----	—	----
31 Dec. '66	135.4	56.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	111½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	104½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9 066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	97½
31 May '67	102.2	78.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	113½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	----
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	----
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.9	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,775	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	----
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	---- ----	829,932	119,032	—	33½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,168	1,218,972	109,313	4,972,748	205.9	346,671	694,520	134,081	—	20½
31 Dec. '66	118.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,438	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	----
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,000	6,700,000	14,245,000	794,301	22,112,900	250.0	----	3,717,386	906,200	—	46⅞

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								Pennsylvania.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,870,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,999,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,281	8	83¼
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,631	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	....	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52¾
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	10
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,232	128.5	1,078,411	3,718,680	2,260,027	20	51¼
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	29
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	56¼
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,213	382,500	—	31
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038,256	—	44,251,544	365.5	7,080,026	16,583,883	5,967,520	9	56⅛
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	605,346	247,446	9	66⅛
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28
30 Nov. '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474.8	4,361,336	10,902,819	6,016,531	10	48¼
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	120½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	57
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	....
31 Dec. '66	468.5	—	188.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	104
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	257,590	143,650	—	....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								Rhode Island.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	....	62.0	340,600	625,641	169,323	12	84
								South Carolina.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	—
28 Feb. '67	102.0	—	....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	....	— —	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,796	447,491	9,827,[illegible]75	242.0	....	1,312,738	387,332	—	—
								Tennessee.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,232	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,937	9,431,517	291.0	786,331	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	532,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	—
1859	—	—	....	—	—	—	—	Nashville and Northwestern	....	—	—	....	....	....	....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	....	1,248	—	—	—
								Texas, (*all aided by State*).													
-- -- '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	....	....	....	....	....	....	....	32.0	....	....	....	—	—
-- -- '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	....	....	....	....	....	....	....	56.0	....	....	....	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275,000	240,000	171,560	....	50.0	31,300	32,670	....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	—
-- -- '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	....	....	—	—
								Vermont.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1¼
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	....	2,250,000	ope	r. by Vt.	Central	180,000	8	100¼
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	....	....	23.6	....	90,273	84,358	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	....
								Virginia.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	690,610	155,161	6 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	....	....	103.5	—	696,703	127,036	—	17¾
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	....	....	....	2,063,655	2,923,000	380,780	....	167.7	6 mos.	300,101	102,651	—	15¼
30 Sep. '66	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	....	289,581	49,581	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	....
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	....
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	377,297	6,879,046	221.8	300,405	554,511	135,648	—	....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,262,250	214.9	278,839	556,022	93,832	—	—
								Wisconsin.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,156	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275.0	986,727	2,588,800	934,103	—	48¼
21 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	....	....	....	—	40
....	—	....	....	....	....	....	....	Western Union	....	....	....	....	....	....	....	....	....	....	....	—	
								Canada.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,652	—	15
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,389	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	7[illegible],210,345	*	—	15,123,430	54,750,510	7,836,405	77,210,345	1,096	....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,639	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1¼	—
11 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615		....	....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								New Brunswick.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	-	—	4,658,706	—	—	—	108.0	— —	148,339	55,777	—	—
July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	02,[illegible]	—	1,380,000	13,100	186,000	1,700,282	60.0	....	132,[illegible]	36,670	—	—
								Nova Scotia.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	[illegible]	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,18[illegible]	.	—
								New Granada.													
	8.		—	—	11	22	120	Panama	9,900,000	*		4,0[illegible]	[illegible]	—	10,768,72[illegible]	48.[illegible]	— —	777,40[illegible]	[illegible]		200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	25
Catawissa (preferred)	1,150,000	7	—	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	66½
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	80¾
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	—	72½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25½
" " (2d pref.)	4,051,744	7	3	6½
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	103
" " " (2d pref.)	841,400	7	7	98
Milwaukee & St. Paul (preferred)	7,370,900	7	—	65½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	7½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102¾
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	50
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	87
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	98
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	71
Improvement	1,601,670	6	M & N.	1876	68½
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	56
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
1st Mortgage	800,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	35
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	52
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	29¾
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	12
" " (preferred)	50	2,888,988	—	22½
Susquehanna and Tide Water	50	2,048,260	—	12½
Union	----	----	---	1½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton. 37 — @ 41 —
Pig, American, No. 1 ..... 35 — @ 36 —
Pig, American, No. 2 ..... 33 — @ 34 —
Bar, Refined, English and American ..... 80 — @ 85 —
Bar, Swedes, assorted sizes ..... (gold) 87 50 @ 92 —
(Store Prices.)
Bar, Swedes, ordinary sizes ..... — — @150 —
Bar, English and American, Refined ..... 95 — @100 —
Bar, English and American, Common ..... 85 — @ 90 —
Scroll ..... 125 — @170 —
Ovals and Half-round ..... 120 — @150 —
Band ..... 125 — @ — —
Horse Shoe ..... 125 — @ — —
Rods, ⅝ @ 3-16 inch ..... 100 — @160 —
Hoop ..... 133 — @185 —
Nail Rod ..... per lb. — 9 @ — 10
Sheet, Russia, Med. No.'s ..... — 15 @ — 16
Sheet, Single, D. and T. Common ..... — 5 @ — 7
Rails, English ..... (gold) ..... per ton. — — @ 53 —
Rails, American (at works) ..... 82 50 @ 83 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast ..(2d and 1st qlty.) ..... per lb. — 18 @ — 23
English Spring. (2d and 1st qlty.) ..... — 10 @ — 12½
English Blister. (2d and 1st qlty.) ..... — 11½ @ — 20
English Machinery ..... — 13½ @ — 16
English German. (2d and 1st qlty.) ..... — 14 @ — 16
American Blister, "Black Diamond" ..... — 11½ @ — 17
American, Cast, Tool, do. ..... — 21 @ — 22
American, Spring, do. ..... — 12 @ — 14
American Machinery, do. ..... — — @ — 14
American German do. ..... — 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New ..... per lb. — — @ — 33
Bolts ..... — 35 @ — —
Braziers' ..... — 35 @ — —
Sheathing, &c., Old ..... — 16 @ — 18
Sheathing, Yellow Metal ..... — 26 @ — —
Bolts, Yellow Metal ..... — 27 @ — —
American Ingot ..... — 22½ @ — 23

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena ..... per 100 lb. — — @ — —
Spanish ..... (gold) ..... 6 45 @ 6 50
German Refined ..... (gold) ..... 6 45 @ 6 75
English ..... (gold) ..... 6 45 @ 6 87½
Bar ..... (net) ..... 10 50 @ — —
Pipe and Sheet ..... (net) ..... 12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb. — 26 @ — —
Straits ..... (gold). — 24 @ — —
English ..... (gold). — — @ — 23½

	Gold.	Currency.
Plates, I.C. Charcoal. p. box.	8 — @ 8 50	11 50 @ 12 25
Plates, I. C. Coke	6 75 @ 7 25	9 50 @ 10 50
Plates, Coke Terne	6 25 @ — —	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall. — 10½ @ — —
Crude, 40 @ 47 gravity (in shipping order) — 16 @ — 16½
Refined, free, S. W. ..... — 41½ @ — 42
Refined, in bond, prime L. S. to W. (110 @ 115 test) ..... — — @ — 23
Refined, in bond, Standard White ..... — 24 @ — 24½
Refined, in bond, prime White ..... — — @ — 25½
Naptha, Refined, (60 @ 63 gravity) ..... — 29½ @ — 30
Residuum ..... per bbl. — — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th 23.	F. 24	Sat. 25.	M 27.	Tu. 28.	W. 29
Atlantic M. S. S. Co.	99	97½	98	99½	98	97
Boston, Hartford & Erie	15¾	15¾	15¾	16¼	17½	17½
California 7s	----	----	----	----	----	----
Canton Co.	57½	59	59½	60¼	57¾	59
Chicago & Alton	133½	134	131	130½	131	----
" " pref.	136	----	----	----	----	----
" " 1 M.	100	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	143	----	----	143	143½
" " " 8 p.c.	----	109	----	----	----	----
Chic. & Northwest'n	60¾	60¾	61	61½	60½	60½
" " pref.	73½	73¾	74½	76	74½	74½
" " 1st M.	----	88	----	----	89	88½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	98	----	----	----	----
" " Consol.	85¾	86	----	86	----	----
Chicago & Rock Isl.	97¾	98	98½	99	98¾	98¾
" '1st M. '76	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	93½	93¾	93¾	93¾	93½
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	96¾	97	96¾	97½	98¼	97¾
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	75	----	----	----
Clev. and Toledo	109¾	111	112½	114¾	112¾	112½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	35	33¾	35	37	37½	38½
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	112	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" '2 M. 8 p.c. '81	----	----	----	----	98	----
Erie	75½	75¾	77½	77¾	77	75½
" pref.	77	77½	77½	80	79	----
" 1 M. 7 p.c. '67	----	103	103½	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	100	100	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	145	145½	145	147	146	146½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	132¾	----	133	134½	124½	134½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	19	----	19	20¾	27½	25½
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	8¼	----	8¼	----
" " pref.	14	14	14	14	14	14¾
" " 1st mort.	----	----	----	----	----	28
Michigan Central	111¾	----	112	111½	111¾	112
" S F. 8 p.c. '82	----	----	----	----	109	110½
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	89¾	89½	89½	89½	89	88½
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	98¾	98¾	----	----	----	----
" " 2 M.	92½	----	93	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	98	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	52	51½	51	51½	50¾	50
" " pref.	66½	66	65¾	66½	65½	65
" " 1st mort.	----	----	----	----	90	90
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	100	100½	100½	101½	101½	102
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	98	98	98¼	98¼	----	----
" " 2d mort.	----	----	87	----	----	----
New York Central	130½	132½	131¾	132½	131½	131½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	130½	----	----	----	----
" " 6s, S. F. '83	----	92½	93	----	----	----
" " 6s, S. F. '87	----	92½	----	----	93	----
N. York & Harlem	----	130	----	----	----	----
" "'pref."	----	----	130	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	140	140	140	----	----	138
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	52	52	51½	52	52	51½
" new	----	----	51½	----	52	----
Ohio & Miss.	33½	32½	33½	33¾	33¾	33
" " pref.	72	72	72½	----	74½	74½
Pacific Mail S.S. Co.	110½	112	111½	111½	112½	113½
Panama	----	----	310	310	----	----
Phila. and Reading	95	95¾	96½	97½	96½	96½
Pitts. Ft. W. & Chicago	103¾	104½	104¾	104¾	104½	103¾
" " 1 M.	----	----	----	----	----	102
" " 2 M.	97½	97¾	----	----	----	----
" " 3 M.	----	----	----	----	87	87½
Quicksilver Mining Co.	27½	27½	26½	26½	----	26
St. L., Alton & T. H.	52	52½	53	54½	55½	53
" " pref.	----	----	74	75	74½	74½
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	----	86	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	----	----	----	63½	63	63
" new	60½	60½	60½	60½	61	60½
Tol. Wab. & Western	45¾	46	46½	47	47	46½
" Pref.	----	----	----	----	----	----
" " 1 M. ex.	----	----	----	----	----	----
" " 2 M.	77½	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	44	----
" new	40	----	----	----	40½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th.23.	F.24	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	108	----	109¾	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	103⅝	103¾	104⅛	104¼	104	----
U. S 5s, 10-40s, reg.	103⅝	----	----	104¼	104	----
U. S. 6s, 1881, reg.	----	----	111¼	111½	111¼	----
U. S. 6s, 1881, cou.	110¾	110⅞	111¼	112	111¾	111⅝
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	107½	----	108¾	108¾	108¾	----
U. S. 6s, 5-20s, c. '62	110⅝	111	111¼	111⅝	111⅝	----
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	108¼	108¼	108⅞	109⅝	111¼	----
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	109¼	109½	109¾	109¾	109¾	----
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	106¾	107¼	107¾	108¼	108	----
U. S. 6s, 5-20s, r. n. '67	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67	106¾	106¾	107½	108¼	108¼	107⅝
7.30 Notes, 2d series	106⅞	107¼	107⅜	107⅞	107⅞	107⅞
" " 3d series	106⅝	----	107⅞	108¼	107¾	107⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	W.22	Th.23	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	----	----	----	----	----	----
" preferred	25⅝	26	27¼	27¼	27¼	27¼
Camden & Amboy	----	----	125	----	125	125¼
" " 6s, '70	----	----	----	----	95¼	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	93	----	----	92¾
" " 6s, '89	88	87¼	----	----	----	----
" mort. 6s, '89	95	----	----	----	----	97¼
Del. Div. Canal	----	----	51⅞	52	----	----
Elmira & W'msport	----	----	31	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	28¾	28⅞	29¼	29¾	30¼	30¾
" " 6s, '84	84¼	85	----	86¾	86	----
Lehigh Valley R. R.	50¼	50⅝	50¼	50⅞	51⅞	51⅞
" " 6s	----	----	----	98¼	----	----
Little Schuylkill R. R.	29⅝	29	----	29	----	----
" " 7s	----	----	----	----	57	----
Minehill	56½	56¾	56¾	57	----	57
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	93	----	----	----	----	----
North Pennsylvania	31	----	----	----	----	----
" " 6s. 88	----	----	----	----	----	84
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	44⅞	----
Pennsylvania R. R.	53¼	53	53¼	53¼	53⅝	55
" 1st m.	99½	99¼	----	100	----	100
" 2d m.	----	----	96	----	----	97
Penn. State, 6s 1st series	----	----	----	105¼	105	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	103¼	----	----	105	107	----
" " 6s. W. L.	----	----	----	----	----	105
Philadelphia City, 6s	97¼	97¼	----	----	----	----
" " new	101⅝	101⅝	101¼	101¼	101¼	101⅝
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	66¼	----	----	----	----	----
Phila. & Reading	46⅝	46¾	47⅝	48¼	48⅝	48¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	97¾	----	----
Philadelphia & Erie	27¼	27¼	28	28	28¼	28
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	22	----	22¼	----	----	----
" " 6s '82	71	71	----	71	71¼	71¼
" " 6s '76	----	----	----	----	68¼	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	56¾	56¾	----	----	----	59
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	72	----	----	----	----	----
Hestonville, (Horse)	----	----	----	11	----	11
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	72¼	----	71¼	----	----	72
Spruce & Pine, "	----	25½	----	26	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	98¾	98¾	99	99¼	----	----
" " 1886	97	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98¾	99	99	99¼	----	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	127	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	96¼	----	----	----	----	----
" " " '80	96¼	----	----	----	----	----
" " " '85	----	98¼	98¼	----	----	----
Northern Central	----	44¼	44¼	----	----	----
" " b'ds, 1885	86	84¾	----	85¾	----	86
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	19	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	139½	141¼	145½	----	145	146
Boston and Lowell	121½	----	----	----	----	122¼
Boston and Maine	----	----	132¾	132¾	133	132¾
Boston and Providence	132¼	----	----	----	135	135
Boston, Hartford & Erie	15⅝	15⅝	15⅝	16¼	17¼	16¾
Cheshire, pref.	65	----	65¼	----	----	66¼
Concord	----	70½	----	----	----	70
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	115	----	114¾	114¼	114	114¼
Fitchburg	125¼	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	112	----	112	----	----
Northern, N. H.	----	----	----	----	----	112¼
Ogdens. & Lake Champ	----	63½	63	----	----	----
Old Colony & Newport	86¼	87	88	----	----	90
Ph., Wil. & Baltimore	55	55	55¼	----	----	57
Portl'd, Saco & Ports.	101¼	----	101¼	----	----	102
Vermont & Canada	98¾	----	----	----	----	100¼
Vermont & Mass.	54	----	55	55¼	55	55
Broadway (Horse)	----	----	----	----	----	54¼
Cambridge "	----	----	----	----	----	----
Metropolitan "	58¼	59¼	60	60	60	60
Middlesex "	----	----	----	----	45	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	20½	20¾	22	22¾	23	22¾
Franklin "	10¾	----	12¼	15	14¼	14
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	5	6	6½	7	7¼	----
Pittsburg "	----	----	19	19	20	----
Quincy "	----	----	----	23	25	----
Rockland	3	----	3¼	3¼	----	----

London Stock Exchange.

The following were the closing prices for American Securities Jan. 3d and 10th:

	Closing Prices. Dec. 10.	Jan. 3.
United States, 5-20s, 6 per cent 1882	71¼@ 71¾	72¼@ 72¾
Do. do. 6 do. 1884	69 @ 71	70 @ 72
Do. do. 6 do. 1885	70¼@ 70¾	71⅝@ 71⅞
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Do. Bonds 5 p. ct. 1874	71 @ 73	71 @ 73
United States 10-40s, 5 per ct. 1904	67¾@ 68¼	68 @ 68¼
Massachusetts State 5 per cent	86 @ 88	86 @ 88
Virginia State, 5 per cent	50 @ 52	50 @ 52
Do. 6 per cent	29 @ 31	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	19 @ 20	18 @ 19
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	57 @ 60
Do. 2d mort. 8 per cent.	59 @ 63	58 @ 62
Erie shares, $100 (all paid)	49 @ 49¼	48 @ 49
Do., Preference ditto	71 @ 73	71 @ 73
Do., convertible bonds, 6 p. c.	70 @ 72	70 @ 72
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do. Redemption Bonds 6 per ct.	90 @ 95	90 @ 95
Do., $100 shares (all paid)	77 @ 79	77 @ 79
Do., 7 p. c., 1875	88 @ 89¼	88¼@ 89
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	81 @ 83
Do. with option to be paid in Phil.	81 @ 83	81 @ 83

American Railroad Journal.

Saturday, February 1, 1868.

Stock Exchange and Money Market.

The Money Market has been unusually easy for all borrowers in good standing, all through the past week. There has been a further marked increase in the offerings of capital, particularly in the call loan form. This is reflected very distinctly by the bank and U. S. Sub-Treasury statement of the week, which show a decided augmentation of the available cash balances. The Sub-Treasury reports a gain of full five millions; in addition to accessions to the bank deposits, and specie and currency reserves, noted in the last weekly exhibit. The gain of the banks, in lawful money, since the opening of the new year, has been over seven millions. Lenders have been unusually eager to place their balances advantageously, even at the modified rates of 4@5 per cent. on call, and 5½@7 per cent. per annum, which are the close figures. The demand for aid from the large dealers in the public funds, as also the Stock and Gold brokers, has been more active, in view of the buoyant speculation in progress in Government securities, railway share property, and in the precious metal, during most of the week. The inquiry from mercantile sources has been comparatively moderate. The banks have been discounting very promptly all prime to good business paper offered at their counters, within our quoted range. The supply of such paper has been remarkably limited, and indicative, in some measure, of the prostration in general business. A further increase of strength has been shown, this week, by the city banks, which report a gain of $4,204,941 in the deposits, $1,914,933 in specie, and $998,920 in legal tender notes. The loan averages have been augmented $2,358,173; and the circulation has been increased $11,756. Since the first Saturday in January the lawful Money in the New York Banks has increased from $74,835,500 to $92,261,000, and the excess over the 25 per cent. of demand liabilities from $19,534,550 to $31,217,250. The specie reserve of the city banks is now $25,106,800, against $16,014,007 same time last year. The city bank deposits are now $210,093,084, against $197,952,076 week ending Jan. 26, 1867. The legal tender reserve amounts to $67,154,161, against $63,422,559 same time last year. The circulation now stands at $34,082,762, against $32,957,198 same time last year. The loans are now $258,392,101, against $251,674,803 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $88,067,204 a day, against a daily average of $103,299,561 the preceding week, and $88,980,754 the week ending with Jan. 11, 1868. The current week's exchanges average about $119,496,193 a day. The city banks, last week, gained $998,920 of legal tender, $4,204,941 in deposits, and $1,914,923 of specie. They increased their loans, $2,358,173; and reduced their circulation, $11,756.

The Philadelphia Bank movement the past week shows a decrease in loans, of $687,597; a decrease of $41,580 in specie; an increase in legal tenders of $9,509; a decrease of $144,549 in deposits; and an increase of $3,474 in circulation. The Bank Clearings show an increase of $803,840, and the balances, a decrease of $159,745.

National Bank notes to the amount of $127,501 were issued last week, making the total issue to 1,673 banks thus far, $305,912,711, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,322,956, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,589,496. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,175,500; and for the public deposits, $37,827,950—making a total of $379,003,450. The Treasury Department last week redeemed and destroyed $523,245 of worn and mutilated fractional currency, and issued $613,000 of new.

The relative increased strength of the whole National Bank movement of the country in January to the October statement has been thus stated;

	October.	January.
Deposits in gross.....	$537,329,538	$531,500,102
Less clearing items...	134,392,500	109,359,336
Net deposits	$402,937,038	$422,140,766
Net bank balances...	9,025,805	12,331,671
Due treasury.....	27,715,781	27,383,673
Circulation.....	293,461,196	293,998,869
Demand liabilities..	$733,139,820	$755,854,979
Gold and greenbacks.	167,568,809	182,394,995
Pro rata.....	23 per cent.	24¼ per cent.

The U. S. Sub-Treasury receipts, week ending with Jan. 25, were $13,473,105, including $1,571,058 from customs duties; payments, $11,106,123, including $1,903,000 of coin interest; balance at the close of the week, $107,534,436, against $105,167,454, at the close of the preceding week, showing an increase of $2,366,982. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,705,221 including $204,949 from customs; and payments, $2,326,595; on Tuesday, receipts, $1,645,987 including $321,000 from customs, and payments, $916,907. The balance at the close of business on Tuesday stood at $110,643,141, against $105,640,197 a week previous; and $98,917,216 on Jan. 14, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740.

Government revenues were on a limited scale, last week, in both custom and excise forms. The customs must soon begin to increase as the spring trade revives. The excises, last week, yielded less than two millions against $2,178,000, the preceding week; customs at the port of New York $1,571,058, and at the outports, about $520,000 (in coin) more, making the grand total income for the week equal less than six millions in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $115,000,000.

Government received $7,594,894 from customs, through the port of San Francisco, from Jan. 1, to Dec. 20, 1867.

There has been a more confident movement in Gold, since our last, chiefly of course, on speculative account, and the price has a rule a point or two higher; the extremes of the week having been 139⅜@141⅞. The speculation was greatly aided by the various reports and rumors from the National capital, relative to the debt, taxation, currency, gold reserve, and the political situation. The dealings on Wednesday were on a restricted scale, and were indicative of less spirit in the speculative interest. The latest transactions on that day were on the basis of 140⅞@141. There has been scarcely any call for specie for export, thus far, in the current week. There were no shipments reported on Tuesday and Wednesday, by the outgoing steamers of those days. The customs drain has been quite light. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $244,299, against $123,388 same time last year. The customs demand for Gold last week, averaged $261,843 a day; thus far, this week, it has been equal to $266,000 a day, or equal to a weekly aggregate of $1,596,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $40,160, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $62,042,133, against $70,421,505 same time in the preceeding fiscal year. The total receipts of California gold at this port in 1867, was $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $17,413,018 against $26,559,348 same time in the preceeding fiscal year, showing a decrease of $9,146,330 in 1867–'68. The exports of specie from this port, last week, were $1,069,300, against $670,169 same week last year. The exports of specie, hence, since July 1, 1867, have been $34,367,517, against $19,313,481 same time in 1866–'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,903,000, and since July 1, 1867, $46,433,019, against $32,854,463 same time in 1866–'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 20, 1867, reached $40,656,910, against $43,669,753 same time in 1866, showing a decrease, in 1867, of $3,012,843.

Foreign exchange has been less freely offered for some days past, and has been quoted a fraction higher in price, but the demand has been very moderate from all sources, and the market has been without buoyancy. Bankers' 60 day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.20@5.15; sight bills on London to 109¾@110¼, and on Paris to 5.15@5.12½. The offering of produce bills have been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,269,323, against $3,210,976 same week last year; total, since July 1, 1867, $104,503,089, against $108,500,186 same time in 1866–'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

Government securities were in unusually brisk investment and speculative demand during most of the week at a sharp advance in prices, all through the list. The inquiry was very comprehensive, but was most active for the later issues of the Five-twenties, the coupons and registered Ten-forties, and the second and third series of the Seven-thirties, all of which were in much reduced supply. The banks and private bankers were heavy purchasers, with a view to the employment of their idle balances. The export business was not extensive, though some of the foreign houses made a number of lucky "turns" in the buoyant movement, which culminated on Monday. The dealings of Tuesday and Wednesday were on a reduced scale, and at a partial reaction of ⅜@⅝ per cent. from the highest figures of the week. The market closed steady, though without much animation.

U. S. sixes of 1881 closed here on Wednesday at 111½@111¾; U. S. Five-twenties of 1862, 110⅞@111; U. S. Five-twenties of 1864 at 108⅞@109⅛; U. S. Five-twenties of 1865 at 109⅝@109⅞; U. S. Five-twenties of 1865, consolidated, 107½@107⅝; U. S. Five-twenties of 1867, 107½@107⅝; U. S. Ten-forties at 104@104⅛, and U. S. Seven-thirties at 107½@107⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117⅜	September, 1865..	116
August, 1865....	116⅜	October, 1865....	115¾
U. S. three per cent. certificates			100¼

The railway and miscellaneous share dealings were very heavy in the forepart of the week at higher and buoyant prices, the speculative activity extending nearly all through the list. On Tuesday and Wednesday there was a sharp reaction in the market, under a severe pressure to realize, especially on Erie, which declined over three per cent. on a less active and feverish market. The latest operations on Wednesday showed a partial revival of firmness in values, on a somewhat livelier call, in part from fresh buyers.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 15.	Jan. 22.	Jan. 29.
Consols.....	92½	92⅞	93½
U.S. 5-20's of 1862....	71¼	71⅞	72
Erie.....	48	48¾	48¾
Ill. Central.....	*84¾	85½	86½

* Ex-dividend.

General business has been quiet, as a rule, the exceptions having been in the line of cotton, breadstuffs, provisions and naval stores, which have attracted more attention at firmer prices. Cotton has been moderately active, at much firmer prices, closing quite buoyantly at 18¼@18½ cents, chiefly 18½ for middling uplands, per lb. The stock of cotton now here is estimated at about 54,000 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,112,200 bales, against 966,200 bales same time last year; exports, same time, 640,000 bales, against 442,250 bales same time last year; stock on hand at latest dates, 340,000 bales, against 504,400 bales same date last year. At the Live Stock markets this week Beeves have been in less request at easier prices, the range having been from 11@18c. per lb.; week's receipts, 5,907. Veal Calves have been in moderate demand at from 9@13c. per lb.; receipts, 654. Sheep and lambs active and firm at from 4½@7½, and 5½@7½c., respectively, per lb.; receipts, 19,977. Swine have been less freely sought after, and have recede to 7@7½c. per lb., all live weight; receipts, 15,465. At the auction sales of Scranton coal, on Wednesday, 40,000 tons were sold, as

follows: 40,000 tons lump coal, $3.45@$3.60, 6,000 tons steamer coal, $3.40@$3.60, 7,000 tons grate coal, $3.67½@$3.87¼, 4,000 tons egg coal, $4@$4.15, 13,000 tons stove coal, $4.92½@5.05, 6,000 tons chestnut coal, $3.60@$3.85, per 2,240 lbs., delivered at Elizabethport. Foreign merchandise has been quiet and somewhat irregular in price. The dry goods trade has shown symptoms of approaching activity. The total imports of foreign dry goods, last week, were $1,281,490, and the total amount marketed $1,329,824. The value of foreign merchandise imported last week, was $1,232,945—making the grand total specie value of last week's imports of dry goods and merchandise, $2,514,435, against $3,663,970, same week last year; total since July 1, 1867, $126,975,380, against $153,964,873 same time in 1866-'67. The aggregate for the year 1867, was $242,478,575 against $277,043,050 in 1866. The ocean freight market has been fairly active; rates have been quoted firmer. For Liverpool we quote flour at 3s. 3d.@3s. 6d. per bbl.; grain at 10d. per bushel; cotton at 7/16@½d. per lb.; and heavy goods at 32s. 6d.@40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 498.

The New York exports, exclusive of specie, for the week ending Jan. 28, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,210,976	$3,269,323
Prev. reported.....	10,697,573	10,091,381
Since January 1.....	$13,908,549	$13,360,704

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$2,520,071	$1,281,490
Gen. merchandise.....	1,143,900	1,232,945
Total for the week.....	$3,663,970	$2,514,435
Previously reported....	11,291,547	7,043,554
Since January 1.....	$14,955,517	$9,557,989

The balance in the Sub-Treasury on Wednesday was $111,083,387 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Park Loan, 94½; Georgia 6s, 67; do., 7s, 79; Great Western 2d mort., 72; Chicago and Great Eastern 1st mort., 75; Galena and Chicago 1st mort., 101½; Ohio and Mississippi 1st mort., 90; New York and New Haven 6s, 97; Joliet and Chicago 8s, 1st mort., 101; Hannibal and St. Joseph R. R., 61; do., pref., 72½; New Jersey Central, 116¾; Rensselaer and Saratoga R. R., 80¾; Dubuque and Sioux City R. R., 50; Cleveland, Painesville and Ashtabula R. R., 111½; Long Island R. R., 41; New Jersey R. R., 130; Adams' Express Co., 76¾; Wells-Fargo Express, 46; Am. Exp., 73½; Merchants' Union Exp., 37; U. S. Express, 76½; Boston Water Power Co., 21½; American Coal, 50; Western Union Telegraph, 37½; N. Y. Guano, 8; Citizens Gas, 135; Nassau Bank, 106½; Central National Bank, 104; Ninth National Bank, 103½; Bank of Commerce, 115½; Continental Bank, 102¾; Fourth National Bank, 103½; Gallatin National Bank, 109; Merchants' Bank, 115; Ocean Bank, 101½; Metropolitan Bank, 128½; Park Bank, 143; Shoe and Leather Bank, 111; Phœnix Bank, 104; Alameda Silver, 0.96; Black Hawk Gold, 5.50; Corydon, 0.43; Consol. Gregory Gold, 5.40; Davidson Copper, 0.45; Edgehill Mining, 3.75; Hope Gold, 0.15; Liberty Gold, 0.03; La Crosse Gold, 0.48; Montana Gold, 0.35; Midas Silver, 0.80; Manhattan, 160.00; New York Gold, 1.00; Nye Gold, 0.03; Quartz Hill Gold, 1.15; Rocky Mt., 0.20; Rockland Copper, 3.25; Smith and Parmalee, 2.90; Wallkill Lead, 0.43; Pit Hole Creek, petroleum, 1.25; United States, 2.75; Buchanan Farm, 0.33; Bennehoff Run, 2.00.

Philadelphia.—Pennsylvania State coupon 5s, 1870, 98; Allegheny Coupon 5s, 73; West Jersey 6s, 88½; Phila., Wil. and Balt. R. R. 6s, 1876, 95; Tioga R. R. 7s, 93; Phila. and Erie 2d mort. 7s, 75; Delaware Division Canal bonds, 82; Chesapeake and Delaware Canal 6s, 93; Lehigh Coal and Navigation 6s, gold loan, 92½; Fifth and Sixth streets R. R., 40; Union Passenger R. R., 37; Philadelphia and Trenton R. R., 120½; Shamokin Coal, 4½; New York and Middle Coal Fields, 3¼; Big Mt. Coal, 4⅛; Fulton Coal, 5; St. Nicholas Coal, ¾; Clinton Coal, ½; Green Mt., 3⅛; Ocean Oil, 3⅜; Caldwell Oil, ¼; Keystone Zinc, ½; Penn. National Bank, 56; Bank of North America, 242½; Mechanics' Bank, 30⅞; Philadelphia Bank, 160; City Bank, 70½; Farmers' and Mechanics' Bank, 135. The latest quotations are: City 6s, 97¾@97¼; do., free of tax, 102@102⅛; State 5s, reg., 98@98⅛; do., coupon, 98@100; do., 6s, W. L., 105@105¼; Reading, 43¼@48⅛; do., 6s, 1870, 97½@98; do., bonds, 91@—; Camden and Amboy, 126@126¼; do., mort. 6s, 1889, 97@98; do., 1883, 92½@93; Penn. R. R., 55¾@57; do., 1st mort., 99¼@100; do., 2d mort., 96½@97; Little Schuylkill R. R., 28@30; Morris Canal, 33@40; do., pref., 85@95; do., bonds, 92@94; Wyoming Valley Canal, 32½@44; do., 6s, 72@80; Susquehanna Canal, 13⅛@13½; do., 6s, 58@60; Sch. Nav., 13@14; do., pref., 23@23½; do., 6s, 1882, 71½@72½; Union Canal bonds, 15⅝@17; Delaware Div. Canal, 52@52½; do., bonds, 82½@85; Elmira and Williamsport, 30½@31½; do., pref., 40@45; do., 7s, 1873, 91@93; do., 5s, 59@62; Lehigh Coal and Navigation, 29⅝@29⅞; do., bonds, 1884, 86@87¼; North Pennsylvania, 32@35; do., 6s, 89@90; Philadelphia and Erie, 27⅞@28; do., 6s, 94@94; Minehill, 56¾@57; Catawissa, 8@13; do., pref., 26¾@27; Lehigh Valley, 51⅞@52; do., bonds, 94@97; Fifth and Sixth streets, (horse,) 40@41; Second and Third, 71@72; West Philadelphia, 64½@65½; Spruce and Pine, 25@26; Green and Coates, 28⅛@29½; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 17¾@18¼; Girard College, 26@27¼; Tenth and Eleventh, 64½@64½; Union, 37@37¼; Hestonville, 11@11½.

Boston.—Vermont Central 1st mort., consolidated, 74; Rutland 1st mort., 140¼; do., 2d mort., 48; Boston, Hartford and Erie 7s, 63; do., new bonds, 49; Vermont and Massachusetts 6s, 1883, 93; Vermont Central and Vermont and Canada 8s, 1877, 102; Ogdensburg 1st mort., 99: New York and Boston Air Line 6s, 52¼; Conn. and Pass. Rivers 6s, 1876, 94¼; Old Colony and Newport 6s, 1876, 94¾; Rutland R. R., 30; do., pref., 80; Granite Railway, 50; Cape Cod R. R., 71; Sandusky and Cincinnati pref., 34¼; Troy and Greenbush R. R., 46½; Ogdensburg and Lake Champlain pref., 102; Summit Branch R. R., 11¼; Boston Water Power Co., 21¾; Cary Imp., Co., 7¼; Boston and Roxbury Mill Co., 89; Ophir (N. S.) gold, 1.55; Connecticut 6s, 1881, 99⅜; New Hampshire 6s, 1884, 100⅛; Rhode Island 6s, 1871, 100¾; Massachusetts 5s, 1894, gold, 105⅜; do., 6s, 1883, gold, 105; Maine 6s, 1889, 99¼; Cook Co., Ills. 7s, 96; Boston 6s, 1877, currency, 103; Portland 6s, municipal, 1888, 94½; Augusta 6s, 1870, 97; Bath 6s, 1891, 94; Bangor 6s, 1874, 92⅞; St. Louis 6s, 1885, municipal, 82⅞; do., 1887, gold, W. B., 95; do., Harbor Imp., 84; Albany 6s, 1896, 96; Chicago 7s, 1888, sewerage, 97¼; do., 1882, W. L., 97; do., River Imp., 96; do., 1898, Tunnel loan, 96; East Boston Gas, 28¾; North National Bank, 119½; Merchants' National Bank, 120; Traders' National Band, 100; State National Bank, 105; Suffolk National Bank, 115½; National Bank of Commerce, 118¾; Maverick National Bank, 111¼; Everett National Bank, 105½; Allouez Mining Co., 3; Dana, 70c.; Hancock, 5¼; Humboldt, 75c.; Petherick, 75c.; Superior, 1; St. Clair, 1¾.

Baltimore.—Virginia 6s, old, reg., 37; Western Maryland 1st mort., 92½; do., 2d mort., 71; Marietta and Cincinnati 1st mort., 89; do., 2d mort., 55; N. W. Va. 1st mort., 91; Central Ohio 1st mort., 86½; George's Creek, 62½; Atlantic Coal, 0.75; Mineral Hill, 0.21; Balt. and Cuba S. & M. Co., 44; Commercial and Farmers' Bank, 42; Franklin Bank, 13½; Bank of Baltimore, 110; Union Bank, 60; Mechanics' Bank, 10½; National Exchange Bank, 96¾; Bank of Commerce, 26½. The latest quotations are: Balt. and Ohio, 127@140; do., 6s, 1875, 96@96½; do., 1880, 96¼@96½; do., 1885, 98¼@98¼; Northern Central, 43@45; do., bonds, 1885, 86@86¼; do., 1900, 83@85; N. W. Va., 17½@18; do., 1st mort., 92@93; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 89¾@90; do., 2d mort., 54¾@55; Central Ohio, 32@32; do., 1st mort., 86½@86¾; Western Md. 6s, 1890, 71@75; do., guar., 92@92; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99@99¼; do., 1886, 97@98; do., 1890, 99½@100; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 93½@94; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19@19½; Canton Co., 58¾@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 61½@63; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.74@0.89; Mineral Hill, 0.25@0.27; Baltimore Coal, 290@—.

Cleveland, Columbus and Cincinnati R. R.

The annual meeting the stockholders of this company will be held in Cleveland on the 19th inst., for the election of directors; and to take action in the matter of leasing and purchasing by the company the road of the Bellefontaine Railway Company; and also in the matter of leasing to the Cleveland, Painesville and Ashtabula Railroad Company the right to run its trains over the road of this company between Cleveland and Berea, and certain other privileges upon the depot grounds of this company.

☞ The Portland and Rochester Railroad is graded to Quaker Pond, within two miles of Alfred, and all but three miles are gravelled. The track will be laid in the Spring.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the third week in Jan., 1868, were $102,897 00
Corresponding week previous year 90,235 00

Increase $12,662 00

The earnings of the Chicago and Rock Island Railroad for the third week in January, 1868, were $71,100 00
Corresponding week of previous year 67,211 00

Increase $3,889 00

The earnings of the Chicago and Northwestern Railroad for 3d week in Jan., 1868 ..... $168,273 22
Corresponding week previous year 149,212 83

Increase $19,060 39

The earnings of the Detroit and Milwaukee Railroad for the week ending January 23, 1868, were $18,432 00
Corresponding week of 1867 ..... 19,260 00

Decrease $828 00

The earnings of the Western Union Railroad for the 3d week in Jan., 1868 ..... $11,527 47
Corresponding week previous year 8,819 12

Increase $2,708 35

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1868, were $65,639 16
Corresponding week of previous year 64,586 32

Increase $1,052 84

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Jan., 1868, were $83,381 00
Corresponding week of 1867 ..... 66,831 00

Increase $16,550 00

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Jan., 1868, were $64,030 16
Same week in 1867 ..... 48,161 10

Increase $15,869 06

Wallkill Valley Railroad.

As we stated in our last the contract for building the Wallkill Valley Railway 13½ miles north from Montgomery, was awarded last week, by the directors, to a Mr. Randall, of New York, for $30,000 per mile, to be paid in town bonds, and the balance in first mortgage bonds upon the road. The road is to be constructed by December 1, 1868. The route of the road will be *via* Walden, Shawangunk, Libertyville, to Ireland Corners, in Ulster County. When completed, 24 miles of the Wallkill Valley Railway will be in operation between Goshen and Kingston. About 15 miles of railway will complete the connection, which latter will also be shortly under contract. —*Goshen (N. Y.) Republican.*

Pacific Railroad.

Late advices from Arizona state that General Palmer, of the Pacific Railroad survey, expresses the opinion that the road will be built on the thirty-fifth parallel.

It is reported that parties are surveying with the hope of getting a route which may possibly change the road to the thirty-second parallel, but their success is considered doubtful.

General Palmer has placed a corps of surveyors on the line from Techaopapee to San Francisco, and sent back a party of engineers from Colorado to make a correct survey of the thirty-fifth parallel to the Rio Grande.

It is the intention of General Palmer to proceed directly to Washington, by the way of San Francisco, to make his report in time to secure some Congressional assistance for the southern railroad companies.

Journal of Railroad Law.

CONDUCTOR JUSTIFIED IN EXPELLING PASSENGER FROM THE CARS, FOR NON-PAYMENT OF LEGAL FARE.

The facts in the late indictment of State *vs.* Goold, (53 Maine 279) were that the defendant, who was a conductor on the Grand Trunk Railway, and at this time was acting in that capacity, forcibly expelled a passenger from the the train, and for this assault the action was brought.

The evidence on the part of the defendant showed, that the company had established certain passenger rates, being the sums which were required to be paid, when payment of fares was made to the conductors in the cars; *that these rates were the regular rates;* were published in tariff tables, conspicuously posted in the stations of the company, and that the conductors were required, by the regulations of the company, to collect these rates of all persons, who paid their fares in the trains; but that by the same regulations, a discount of ten cents was made from these rates as the rate for persons who purchased tickets at the ticket offices, before entering the trains, and that large painted sign-boards were placed conspicuously in the stations, on which were painted in large letters a notice that such discount would be made.

The passenger, who was assaulted, entered the train, at a station where he knew there was a ticket office, and where a tariff table and sign-board were posted, without having bought a ticket. Before he reached the first or second station after starting, the defendant as conductor required him to pay his fare, according to the rates established by the company, to be paid in the cars. This he refused to do—but offered the defendant the sum required at the ticket office. The defendant refused to receive it, and upon the continued refusal of the passenger to pay the sum demanded, forcibly removed the passenger from the cars, at at a regular station, where the cars were then stopping.

KENT, J.—Railroad corporations have an undoubted right to fix and determine the rates of fare on their roads within the limits specified in their charters or by existing laws. They have also an undoubted right to make reasonable regulations as to the time, place and mode of collecting the same from passengers. They may reasonably require payment before the arrival of the train at the station where the passenger is to leave the cars. We see no reason to question their right to require payment in advance, to be made at a convenient office and at convenient times; certainly where there is no positive interdict to entering the cars without a ticket, as in this case. There is neither hardship nor unfairness toward the passenger, who, ordinarily, can pay his fare and procure his ticket without trouble or delay at the office. But to the company it is something more important than mere convenience, that such regulations should be enforced. It is important in simplifying accounts. It is important to promote and secure safety, by allowing time to the conductor to attend to his proper duties on the train, and which would be often seriously interfered with, if his time was taken up in collecting fares and exchanging money and answering questions. It is highly important as a check against mistakes or fraud on the part of the conductors, and is a guard against imposition by those seeking a passage from one station to another, without payment.

In the case at bar, no absolute rule of exclusion was established. It appears from the statement of facts in evidence, that certain rates of fare were established by the company—that these rates were the rates published in the tariff tables, posted in the stations of the company. It was the rate thus established, that the passenger in the case was requested to pay. But he says he was not bound to pay the sum thus fixed, because by the same rules and tariff, a discount of ten cents was made from the rates to those persons who purchased tickets at the office before entering the train; and that this, in fact, constituted distinct and different rates for the same passage.

If this were so, we are not prepared to decide that it would be an unreasonable or illegal exercise of the power given to the corporation. Assuming that it is reasonable to require prepayment and the production of the ticket, it would seem to be simply a relaxation of the rule, in favor of the passenger to allow him to pass upon the payment of another rate, slightly advanced. If he neglected to avail himself of the opportunity offered to him to procure a ticket at the lower rate, he can hardly complain that he is allowed to proceed in the train, on payment of the rate established for such cases, instead of being, at once, removed from the car.

In fact, however, in this case, but one rate was established and that was the sum required in the cars. This was the "established fare," specified in our R. S., C. 51 § 47. A discount of ten cents was made on these rates, if a ticket was purchased before entering the train. What right had this passenger to claim this *discount* on the established rate? If he knew of the regulation, it was his carelessness or folly, that led him to neglect this opportunity. If he did not know of it, it was his misfortune. The company had done all that could reasonably be required of them, by posting the regulation conspicuously in the stations of the company. It would be an utterly impracticable rule to require that every passenger should be personally notified of its existence before entering the cars. Although it is not important in the view we take, yet one cannot help asking how this particular passenger persistently insisted on paying only "the sum required at the ticket office," if he did not know of the rule, allowing the discount at the office? But if the regulation was reasonable, and reasonable notice had been given of its existence, it is not necessary to prove actual knowledge of its existence on the part of the passenger, before entering the cars. It was not a special and exceptional, but a general rule. If a passenger enters the car, without knowing anything of the rates of fare, or of the rules in relation thereto, and without making any inquiries, he must be held to pay, as on an implied contract, according to the reasonable rates and rules of the company. He might as well claim exemption from the payment of *anything* for his passage, because he did not personally know that any rates or what rates were established, as to claim exemption from the rule which makes a distinction in rates, because he did not ascertain the fact before entering the train. The question is to be determined on the ground of reasonable-

ness and power, and not on the ground of individual knowledge.

The conductor of a train is justified in compelling a passenger, who utterly refuses to pay his legal fare, to leave the car at a regular station, R. S. c. 51 § 47.

The principles before stated have been recognized and sanctioned in Vermont in the case of Stephen *vs.* Smith (29 Verm. 160), and by the Court in New Hampshire, in the case of Hilliard *vs.* Goold, (34 N. H. 260), see also Redfield on Railways §26; Commonwealth *vs.* Powers 1 Met. 596.

The decision of the questions involved in this case rests upon two general principles, well established, viz.: that it is the duty of the corporation to adopt such regulations as are required to secure the comfort and safety of passengers; and it is equally their *right* to adopt all reasonable rules for their own security and the orderly management of their business. The corporation is no more bound by the one, than the passenger is by the other.

The Rulings of the Judge were incorrect. Exceptions sustained. New trial granted.)

European and American Locomotives.

A writer in the London *Herald*, comparing different kinds of railway apparatus, gives the following account of some of the peculiarities of European and American locomotives:

In England we see the locomotive engineers, as a general rule, aiming at high speed, as little complication as possible in the parts of the engine, utmost simplicity in all things, perfection of adjustment and workmanship and high boiler pressure. Upon this last point we may note that a few years since fifty pounds to the inch was considered high, now one hundred and twenty pounds and one hundred and thirty pounds are ordinary pressures, and on the North London line engines are being run at one hundred and eighty pounds.

France has slow speed and very heavy trains; her engineers aim at large tractive force, do not spare complication, use large quantities of material, and couple numbers of driving wheels together, making, for example, twelve-wheeled coupled engines, things utterly unknown in England, but at the same time they put light weight on those wheels, not more in fact than ten or eleven tons on an axle. The French deserve credit for having developed their engines into a form suitable for their shareholders' ideas of traffic, that is a heavy engine at slow speed pulling a long load. One expensive necessity has already been evolved in our own country by the quick running of small trains, namely, the necessity for laying down third and fourth lines of rails to accommodate the traffic, at an enormous expense to the proprietary, and which could have been avoided if the trains had been worked as on the Great Northern of France. The fuel for a heavy train is much the same as for a light one, or very little increased; but in running double sets of trains over double lines of rails the wages are doubled, the first cost —that is, line accommodation—is doubled, the number of engines is doubled, whilst the wear of engines and road is quadrupled.

The American idea is cheap engines. Their locomotives have their parts very accessible, and they run them at fair but not high speeds. The American engines have special arrangements for clearing and lighting the road, and for burning wood in their furnaces. Notwithstanding the superiority of English-made engines, not one of them can run over American lines with anything like the speed, safety or endurance of their own. Strange as this may at first sight appear, it is easily accounted for, and the explanation bears on the points we shall presently bring forward. This explanation is that the leading ends of the American engines are supported on four-wheeled trucks or bogies, which, while giving a long wheel-base, and consequently steadiness, allows the engine to travel on exceedingly bad roads, and to traverse sharp curves with ease and security.

The German engines go even slower than the French. The quickest French lines are those from Lyons to Paris, and from Paris to Calais. The proportions of parts of all the foreign engines—particularly the German—were very bad. For instance, the cranks in many cases had double the quantity of material necessary for the strength required, and this extra portion so disposed as to be a perpetual tumbling weight in their revolutions. Of the Italian lines we know of nothing special to be said.

The Belgians run their engines at speeds intermediate between the German and French; they follow a medium of English and French make in their construction, and their lines contrast favorably in their working with many others on the continent. This may be attributed to their being under the general superintendence of an Englishman, Mr. Cabrey.

The Russians are much the same as the Germans. The engines are mostly of English type; in some cases a cross between the English and the American.

Hudson River Railroad—Who may be Directors.

Recent circumstances have directed attention to the provisions in the charters of some of our railroads. The Legislature, either by the general acts permitting the construction of railroads, or in special charters granted, have, from time to time, been careful to guard these franchises with provisions that should promote the convenience and assure the rights of citizens. Among these provisions, the matter of the character of Directors has been looked upon as one that deserved especial care. By the general act of 1848, it was provided that a certain proportion of Directors shall be residents of the section which the road traverses, and that all shall be citizens and residents of the State.

The spirit which dictated that provision existed at the time of the incorporation of the Hudson River road in 1846, and was embodied in the act. It was therein enacted that "A majority of the Directors of the railroad company hereby incorporated shall reside in the counties in which the railroad shall be constructed, *and the same person shall not be a Director in any other railroad company in this State.*" Is it a fact that this provision has been abrogated by subsequent legislation? It would seem singular if, in view of all the successful efforts that have been made to get rid of the wholesome policy of former years, and of the every day practice in contravention of the wise provision, this section has not been modified or repealed. Still we have not been able, after a somewhat careful search, to find any law changing the section in question. It is possible there may be. But the subject merits inquiry, as well because of the apparent legal position of the matter, as the great public interest now being felt upon the subject of the consolidation of railroad power in the hands of a few men.—*Albany Journal.*

Pacific and Atlantic Telegraph Co.

The Pacific and Atlantic Telegraph Company of the United States, have declared the tenth quarterly dividend of 2½ per cent., payable on demand at the office of the company, 68 Fourth St., Pittsburg, Pa. The company has just completed a new two wire line over the route of the Pennsylvania Railroad, from Pittsburgh to Philadelphia. They have also constructed a new two wire line from Pittsburgh west to the town of Washington, where the wires strike one trunk line of the company on the National Road north to Cincinnati and the West. By the construction of this new trunk line of nearly eight hundred miles of wire, the company are placed in possession of a third line to the East, running through a different section of country from its other lines; thus affording increased protection to its business from damage to its lines from storms. The company by this new trunk line have one of the most direct and shortest lines between the east and the west. A couple of hundred miles makes of course no great difference in the transmission of messages when the weather is good, but in stormy weather there is a decided advantage in knowing the shortest line, to say nothing of the advantage to the Treasury in lessened cost for repairs and maintenance of way.

The company, we leran have a fourth route to the East partially completed. We learn in addition that the company are only waiting for the breaking up of the winter to begin building to Chicago and St. Louis, having already commenced their arrangements to that end.

Telegraph Enterprises.

The success attending the working of the two submarine cables which connect the New and Old Worlds, and the one between Florida and Cuba, is attracting the attention of capitalists everywhere, and we hear of at least six other projects for similar enterprises. Last week a company of New York business men organized under the name of the "Central American Cable Company," proposing at an early day to lay a cable between the island of Jamaica and the Isthmus of Panama. This company expect to obtain a grant from the Spanish Government to land the northern end of their line in Cuba, but if they fail in this, they propose to connect the new line with the existing Cuban cable at Key West, Fla. In addition to this, the Company intend to construct cable and land lines from Jamaica to St. Thomas *via* St. Domingo and Porto Rico. For this purpose negotiations are pending for the purchase of the Russian-American Company's Cable, and it is thought that the chief part of the work will have been completed by next Fall. Lines are also in process of construction between Rio Janeiro down the Atlantic coast of South America to Montevideo, to connect with the cable laid last year across the Rio de la Plata to Buenos Ayres. A company will construct a line next Fall across the Argentine Republic, on the Pacific side, from Buenos Ayres to Valparaiso, connecting the South Atlantic coast with the Pacific. The Spanish and American Company has also organized, under a grant and heavy subsidy from the Governments of Peru and Chili, to lay a cable within three years between Valparaiso and Callao. This Company are also taking the preliminary steps to extend their cable to Panama, thus bringing Calcutta, India, through the chain of cables and land lines into communication with Rio Janeiro. The total number of miles of telegraph wire now laid or projected to bring about the result we have indicated, will reach seven thousand four hundred and eighty. The benefits which will enure to American commerce by the diversion of the trade of the West Indies and South America from the channels in which it now runs, can scarcely be over-estimated should these telegraph plans be consummated.—*N. Y. Times.*

Baltimore City Passenger Railway.

This company commenced operations on the 28th day of July, 1859, under an ordinance of the Mayor and City Council of Baltimore, and was incorporated by the General Assembly of the State in 1862. The company now have thirty miles of track running through the streets of the city, and have paid into the treasury the amount of $473,290 56. They have in their service four hundred and forty horses and eighty cars.

Tonnage of Milwaukee.

The following is the tonnage of vessels owned and registered in the district of Milwaukee January 1st, 1868:

		Tonnage.
Side-wheel steamers	6	1,538.43
Propellers	9	3,951.11
Tugs	11	360.32
Scows	18	1,633.28
Brigs	3	579.01
Barks	14	5,758.38
Sloops	4	42.18
Canal boats	1	96.06
Schooners	126	18,068.96
Total	192	31,967.68
	Vessels.	Tonnage.
Of this amount Milwaukee owns	96	16,145.71
Racine has	38	7,788.56
Green Bay	28	3,429.98
Sheyboygan	20	3,292.40
Manitowoc	19	1,998.66
Kenosha	9	1,109.04
Port Washington	1	201.06

Queen Anne's and Kent Railroad.

The directors of this road met at Centreville, Md., on the 14th ult., at which time a contract was made with Messrs. Stearns & Quigley, of Wilmington, Delaware, for the construction of the road from Massey's Cross roads to Centreville. These gentlemen contract to build the road for $300,000—$225,000 in cash, and the remainder in bonds. The first earth is to be broken on the 6th inst., and the road is to be completed by May 1, 1869. The route agreed upon is this described in the Centreville *Citizen:* Commencing at Massey's Cross roads, in Kent County, and running thence to Millington, thence to Sudlersville, thence to the Cross roads at Cox's Saw Mill, thence to the Church Hill and Roesville road, between the lands of John H. Evans and the Hewett heirs, thence to Carville's Corner, at the northern terminus of the road between the lands of James B. Palmer and the Carville heirs. The route of the road thence to Centreville has not yet been determined on.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE.
ALBANY, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.

E. D. WORCESTER, Treasurer.

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ESTABLISHED 1833.

TO BRIDGE CONTRACTORS,
LOUISVILLE, CINCINNATI, AND LEXINGTON RAILROAD,
CHIEF ENGINEER'S OFFICE,
LOUISVILLE, KY., January 13, 1868.

SEALED PROPOSALS will be received at this office until February 15, 1868, for about twenty-six hundred lineal feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 150, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payments cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trestling on the line.

I. M. ST. JOHN,
4t4 Chief Engineer.

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Union Pacific Railroad

Running West from Omaha

Across the Continent,

ARE NOW COMPLETED.

THE TRACK BEING LAID AND TRAINS RUNNING

WITHIN TEN MILES OF THE SUMMIT

OF THE ROCKY MOUNTAINS.

The remaining ten miles will be finished as soon as the weather permits the road-bed to be sufficiently packed to receive the rails. The work continues to be pushed forward in the rock cuttings on the western slope with unabated energy, and a much larger force will be employed during the current year than ever before. The prospect that the whole

GRAND LINE TO THE PACIFIC

WILL BE COMPLETED IN 1870,

was never better. The means so far provided for construction have proved ample, and there is no lack of funds for the most vigorous prosecution of the enterprise. These means are divided into four classes:

1.—UNITED STATES BONDS,

Having thirty years to run, and bearing six per cent. currency interest, at the rate of $16,000 per mile for 517 miles on the Plains; then at rate of $48,000 per mile for 150 miles through the Rocky Mountains; then at the rate of $32,000 per mile for the remaining distance, for which the United States takes a *second lien* as security. The interest on these Bonds is paid by the United States government, which also pays the Company one-half the amount of its bills in money for transporting its freight, troops, mails, &c. The remaining half of these bills is placed to the Company's credit, and forms a sinking fund which may finally discharge the whole amount of this lien.

2.—FIRST MORTGAGE BONDS.

By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the government, and *no more, and only as the road progresses.* The Trustees for the Bondholders, are the Hon. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U. S. House of Representatives, who are responsible for the delivery of these Bonds to the Company in accordance with the terms of the law.

3.—THE LAND GRANT.

The Union Pacific Railroad Company has a land grant or absolute *donation* from the government of 12,800 acres to the mile on the line of the road, which will not be worth less than $1.50 per acre, at the lowest valuation.

4.—THE CAPITAL STOCK.

The authorized capital of the Union Pacific Railroad Company is $100,000,000, of which $8,500,000 have been paid on the work already done.

The Means Sufficient to Build the Road.

Contracts for the entire work of building 914 miles of first-class railroad west from Omaha, comprising much of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties, (who have already finished over 540 miles), at the average rate of sixty-eight thousand and fifty-eight dollars ($68,058) per mile. This price includes all necessary shops for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other requisite rolling stock, to an amount that shall not be less than $5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven hundred miles assumed to be built by the Union Pacific Company to be $90,000 per mile,

The Total Cost of Eleven Hundred Miles will be as follows:

914 miles, at $68,058	$62,205,012
186 miles, at $90,000	16,740,000
Add discounts on bonds, surveys, &c.	4,500,000
Amount	$83,445,012

As the U. S. Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the

Available Cash Resources for Building Eleven Hundred Miles:

U. S. Bonds	$29,328,000
First Mortgage Bonds	29,328,000
Capital Stock paid in on the work now done	8,500,000
Land Grant, 14,080,000 acres, at $1.50 per acre	21,120,000
Total	$88,276,000

The Company have ample facilities for supplying any deficiency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to capital stock.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD,

or over NINE PER CENT. upon the investment, and have thirty years to run before maturity. Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,
HENRY CLEWS & CO., Bankers, No. 32 Wall st.,
HEDDEN, WINCHESTER & CO., Bankers, No. 69 Broadway.

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.

January 8th, 1868.

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The January number of Benedict's Railroad and Steamboat Time Table may be obtained at the above places, or sent by mail, 25c.

DE LOLME BENEDICT, Editor, 95 Liberty street, also agent for the National Watch Co., No. 691 Broadw

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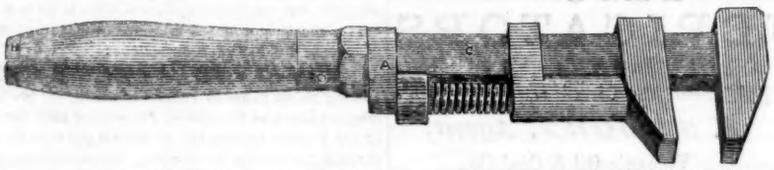

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK Dec. 16, 1867.

THE BOARD OF DIRECTORS OF THIS COMPANY have declared a dividend of five per cent. in cash, free of Government tax, to be paid on the first day of February next to the holders of the full-paid shares registered upon the books of the Company on the 18th day of January next. The transfer-books to be closed from the 18th day of January until the 5th day of February next.

THOMAS E. WALKER, Treasurer.

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SHEET No.				SHEET No			
1.	General Table for all Bases and all Slopes.			13.	for Base 18 ft.	Slop.	1½ to 1
2.	For Side Hill Cuts and Fills.			14.	" 20	"	1½ to 1
3.	Base 12 ft.	Slopes	1½ to 1	15.	" 24	"	¾ to 1
4.	" 14	"	1½ to 1	16.	" 24	"	1½ to 1
5.	" 15	"	¾ to 1	17.	" 25	"	1½ to 1
6.	" 15	"	1 to 1	18.	" 26	"	1½ to 1
7.	" 16	"	1½ to 1	19.	" 28	"	¾ to 1
8.	" 16	"	¾ to 1	20.	" 30	"	1 to 1
9	" 16	"	1 to 1	21.	" 30	"	1½ to 1
10.	" 18	"	½ to 1	22.	" 30	"	1½ to 1
11.	" 18	"	¾ to 1	23.	" 32	"	1 to 1
K.	" 18	"	1 to 1	24.	" 32	"	1½ to 1

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete by itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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